10-1-D-4 - EQUIPMENT - Cars - Cabooses 51, 52, 53, 54, 55 and 56.

(See also separate file for No. 52)

UTAH RAILWAY COMPANY

Salt Lake City, Utah
May 21, 1973

A.F.E. 1327

Office of President
Utah Railway Company
Salt Lake City, Utah

Mr. L. Q. Jones, Superintendent
Utah Railway Company
Martin, Utah

Gentlemen:

We are attaching hereto, for your files, one copy of A. F. E. 1327 covering the voluntary retirement of caboose No. 53.

M. D. Rodgers

Secretary

Attch.

MDR

Form UR 94 6-11-56 2M

# UTAH RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

A. F. E. No. 1327

Date May 17, 1973

Location of project: State of Utah Equipment - Unallocated Valuation Section

Station or M. P.

Description of project: Retirement of caboose No. 53.

Reasons for recommending this expenditure: This caboose no longer suitable for service.

## SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Amount chargeable to: | | |
| Operating Expenses | $ | |
| Accrued Depreciation - Equipment Property | $ | 1,154 |
| Investment in ~~Road and~~ ~~Roadway~~ Equipment | $ | 1,554 |
| Material and Supplies - Salvage | $ | 400 |
| Other | $ | |
| Estimated Gross Cost of Project | | $ - |

Total Cost to be borne by Utah Railway Company
(Name of Company)

Or participated in by
(Name all participants and amount borne by each)

Recommended

Recommended L. G. Jones Superintendent

Expenditure and charge approved and authorized: O. K. Curtis President ~~and General Manager~~

Recorded and registered: M. B. Rodgers ~~Auditor~~ Secretary

# UTAH RAILWAY COMPANY

A.F.E. No. 1327

AUTHORITY FOR EXPENDITURE

Date May 17, 1973

Location of project: State of Utah Equipment - Unallocated Valuation Section

Station or M. P.

Description of project: Retirement of caboose No. 53.

Reasons for recommending this expenditure: This caboose no longer suitable for service.

## SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Amount chargeable to: Operating Expenses | $ | |
| Accrued Depreciation - Equipment Property | $ | 1,154 |
| Investment in Equipment | $ | 1,554 |
| Material and Supplies - Salvage | $ | 400 |
| Other | $ | |
| Estimated Gross Cost of Project | $ | - |

Total Cost to be borne by Utah Railway Company (Name of Company)

Or participated in by

(Name all participants and amount borne by each)

Recommended Recommended

Expenditure and charge approved and authorized: Recorded and registered:

President and Chairman of Directors Secretary

Superintendent

Form UR-95 10-52 2M

# UTAH RAILWAY COMPANY

A. F. E. No. 1327

## DETAILED ESTIMATE

Date May 17, 1973

Sheet No. 1 of 1 Sheets

Retire caboose No. 53.

DETAILED ESTIMATE OF LABOR AND MATERIAL

PROPERTY RETIRED AND NOT REPLACED

| | | |
|---|---|---|
| Account 731 - Road and Equipment Property - | | |
| Account 53 - Freight Train Cars | | $1,553.64 Cr. |
| Account 735 - Accrued Depreciation - Road and Equipment | | 1,153.64 |
| Equipment Property: | | |
| Ledger Value of Caboose No. 53 | $1,553.64 | |
| Less: | | |
| Salvage | 400.00 | |

Estimated by _____ (Name) _____ (Title)

Approved _____ (Name) L. G. Jones (Title) Superintendent

Form UR-64 10-62 2M

# UTAH RAILWAY COMPANY

## DETAILED ESTIMATE

A.F.E. No. 1327

Date May 12, 1973

Sheet No. 1 of 1 Sheets

Retire caboose No. 59.

DETAILED ESTIMATE OF LABOR AND MATERIAL

PROPERTY RETIRED AND NOT REPLACED

Account 731 - Road and Equipment Property -

Account 59 - Freight Train Cars $1,553.64 Cr.

Account 735 - Accrued Depreciation - Road and Equipment 1,153.64

Equipment Property:
Ledger Value of Caboose No. 59 $1,553.64
Less:
Salvage 400.00

Estimated by _____ (Name) _____ (Title) Approved _____ (Name) _____ (Title)

Superintendent

UTAH RAILWAY COMPANY

Salt Lake City, Utah
October 13, 1960

A.F.E. 1285

Office of President
Utah Railway Company
Salt Lake City, Utah

Mr. L. R. Taylor, Superintendent
Mr. G. R. Watkins, Division Engineer
Utah Railway Company
Martin, Utah

Gentlemen:

We are attaching hereto, for your files, one copy of A. F. E. No. 1285 covering the voluntary retirement of cabooses 51 and 56.

M. D. Rodgers

Auditor

MDR

Attch. (L.R.T. - 2)

UTAH RAILWAY COMPANY

Salt Lake City, Utah
October 13, 1960

A.F.E. 1285

Office of President
Utah Railway Company
Salt Lake City, Utah

Mr. L. R. Taylor, Superintendent
Mr. G. E. Watkins, Division Engineer
Utah Railway Company
Martin, Utah

Gentlemen:

We are attaching hereto, for your files, one copy of A. F. E. No. 1285 covering the voluntary retirement of caboose 71 and 76.

M. D. Rodgers

Auditor

MDR

Attch. (U.R.T. - 2)

Form UR 94 6-11-56 2M

# UTAH RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

A. F. E. No. 1285

Date October 6, 1960

Location of project: State of Utah Equipment - Unallocated Valuation Section

Station or M. P.

Description of project: Voluntary retirement of cabooses 51 and 56.

Reasons for recommending this expenditure: These cabooses are no longer suitable for service due to their general worn out condition.

## SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Amount chargeable to: | | |
| Operating Expenses | $ | |
| Accrued Depreciation - Equipment | $ | 4,994.71 |
| Investment in ~~Road and~~ Equipment | $ | 5,394.71 Cr. |
| Material and Supplies (Salvage) | $ | 400.00 |
| Other | $ | |
| Estimated Gross Cost of Project | | $ — |

Total Cost to be borne by Utah Railway Company
(Name of Company)

Or participated in by
(Name all participants and amount borne by each)

Recommended

Recommended R. R. Taylor
Superintendent

Expenditure and charge approved and authorized:

J. M. Cummins
President ~~and General Manager~~

Recorded and registered:

M. D. Rodgers
Auditor

Form 5114-M 3M

7

# UTAH RAILWAY COMPANY

A. F. E. No. 1289

## AUTHORITY FOR EXPENDITURE

Date October 6, 1950

Location of project: State of Utah Equipment - Unallocated Valuation Section

Station or M. P.

Description of project: Voluntary retirement of caboose 21 and 56.

Reasons for recommending this expenditure: These cabooses are no longer suitable for service due to their general worn out condition.

## SUMMARY OF ESTIMATE

Amount chargeable to:

| | | |
|---|---|---|
| Operating Expenses | $ | |
| Accrued Depreciation - Equipment | $ | 4,994.71 |
| Investment in Equipment | $ | 5,294.71 Cr. |
| Material and Supplies (Salvage) | $ | 400.00 |
| Other | $ | |
| Estimated Gross Cost of Project | | $ — |

Total Cost to be borne by Utah Railway Company
(Name of Company)

Or participated in by
(Name all participants and amount borne by each)

Recommended Recommended

Expenditure and charge approved and authorized: Recorded and registered: Superintendent

President and General Manager Auditor

Form UR-95 10-52 2M

# UTAH RAILWAY COMPANY

## DETAILED ESTIMATE

A. F. E. No. 1285

Date October 6, 1960

Sheet No. 1 of 1 Sheets

Retire cabooses 51 and 56.

DETAILED ESTIMATE OF LABOR AND MATERIAL

EQUIPMENT PROPERTY RETIRED AND NOT REPLACED

Account 53 - Freight Train Cars

| | | | | | |
|---|---|---|---|---|---|
| Caboose No. 51 | ER 26-2 | Original Cost 1913 | $1,463.00 | | |
| | | A.F.E. 1137 1954 | | | |
| | | Comp. Report 1183 | 100.29 | $1,563.29 | |
| Caboose No. 56 | V.O. 53-1 | A.F.E. 43 1920 | $3,734.53 | | |
| | | Comp. Reports 19 & 44 | | | |
| | | A.F.E. 1137 1954 | | | |
| | | Comp. Report 1183 | 96.89 | 3,831.42 | $5,394.71 Cr. |

Account 735 - Accrued Depreciation Road and Equipment

| | | |
|---|---|---|
| Equipment Depreciation, Ledger Value (Above) | $5,394.71 | |
| Less Estimated Salvage | 400.00 | $4,994.71 |

Estimated by _____ (Name) _____ (Title)

Approved R. R. Taylor (Name) Superintendent (Title)

Form UR-52 10-52 1M

# UTAH RAILWAY COMPANY

## DETAILED ESTIMATE

A.F.E. No. 1285

Date October 6, 1960

Sheet No. 1 of 1 Sheets

Retire cabooses 21 and 56.

DETAILED ESTIMATE OF LABOR AND MATERIAL

EQUIPMENT PROPERTY RETIRED AND NOT REPLACED

Account 52 - Freight Train Cars

| | | | |
|---|---|---|---|
| Caboose No. 21 EM 26-2 | Original Cost 1913<br>A.F.E. 1157 1954<br>Comp. Report 1185 | $1,469.00<br>100.29 | $1,569.29 |
| Caboose No. 56 V.O. 39-1 | A.F.E. 43 1920<br>Comp. Reports 19 & 44<br>A.F.E. 1157 1954<br>Comp. Report 1185 | $3,724.53<br>96.89 | $3,724.53<br>2,627.42 $5,394.71 Cr. |

Account 732 - Accrued Depreciation Road and Equipment

| | | |
|---|---|---|
| Equipment Depreciation, Ledger Value (Above) | | $5,394.71 |
| Less Estimated Salvage | 400.00 | $4,994.71 |

Estimated by _____ (Name) _____ (Title)

Approved _____ (Name) _____ (Title)

Superintendent

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1285

M-ORDER NO. 13

DATE Provo, Utah, Oct. 18, 1960

TO Mr. C. E. Carroll,

Martin, Utah.

DETAIL OF PERFORMANCE

Cost of dismantling Utah Ry Cabooses No. 51 and No. 56.

RECEIVED
OCT 19 1960
SALT LAKE CITY, UTAH

cc - SNC MDR FMS LRT

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor
MASTER MECHANIC

| | |
|---|---|
| Scrap structural steel | [illegible] lbs. |
| Scrap wrot iron | 3,944 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on scrap 4¼" x 8" axles | 7,800 lbs. |
| Scrap wood | 1,647 lbs. |
| Total | 37,400 lbs. |

Caboose 56 built 1920 by Mount Vernon Car Manufacturing Company - Light Weight 36,000 lbs.

| | |
|---|---|
| Scrap pipe | 150 lbs. |
| Scrap cast steel | 7,515 lbs. |
| Scrap structural steel | 14,800 lbs. |
| Scrap wrot iron | 3,544 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on 4¼" x 8" scrap axles | 7,800 lbs. |
| Scrap wood | 1,647 lbs. |
| Total | 36,000 lbs. |

Will you kindly arrange to prepare AFE to cover.

Very truly yours,

L. R. TAYLOR

LRT:b2

cc: Mr. S. N. Cornwall

L. R. Taylor, Superintendent

Form U. R. 212-B

# UTAH RAILWAY COMPANY

CHARGE TO U. P. R. R. 1229 — WORK ORDER NO. 18

DATE Provo, Utah, Oct. 18, 1940

TO Mr. C. B. Carroll,

Martin, Utah.

DETAIL OF PERFORMANCE

Cost of dismantling Utah Ry Locomotive No. 21 and No. 22.

RECEIVED
OCT 1 - 1940
SALT LAKE CITY, UTAH

OC - 3540 MAR 2ND 1947

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory force to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before submitting time slip.

L. R. Taylor
MASTER MECHANIC

Issued by _____ (Name) _____ (Title)

Approved _____ (Name) _____ (Title)

Superintendent

UTAH RAILWAY COMPANY
RECEIVED
OCT 6 1960
SALT LAKE CITY, UTAH

Martin, Utah
October 5, 1960

File 8-1 CG

Mr. M. D. Rodgers, Auditor
Utah Railway Company
Salt Lake City, Utah

Dear Sir:

Referring to our conversation in Salt Lake City a few weeks ago relative to retirement and dismantling of Utah Railway Company Cabooses 51 and 56 account in general deteriorated and worn-out conditon.

Following is material which will be recovered from these cabooses:

Caboose 51 built 1913 by Mount Vernon Car Manufacturing Company - Light Weight 37,400 pounds.

| | |
|---|---|
| Scrap pipe | 150 lbs. |
| Scrap cast steel | 7,915 lbs. |
| Scrap structural steel | 15,400 lbs. |
| Scrap wrot iron | 3,944 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on scrap 4¼" x 8" axles | 7,800 lbs. |
| Scrap wood | 1,647 lbs. |
| Total | 37,400 lbs. |

Caboose 56 built 1920 by Mount Vernon Car Manufacturing Company - Light Weight 36,000 lbs.

| | |
|---|---|
| Scrap pipe | 150 lbs. |
| Scrap cast steel | 7,515 lbs. |
| Scrap structural steel | 14,800 lbs. |
| Scrap wrot iron | 3,544 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on 4¼" x 8" scrap axles | 7,800 lbs. |
| Scrap wood | 1,647 lbs. |
| Total | 36,000 lbs. |

Will you kindly arrange to prepare AFE to cover.

Very truly yours,
L. R. TAYLOR

LRT:b2

cc: Mr. S. N. Cornwall
L. R. Taylor, Superintendent

Martin, Utah
October 5, 1960

File 8-1 CG

Mr. M. D. Rodgers, Auditor
Utah Railway Company
Salt Lake City, Utah

Dear Sir:

Referring to our conversation in Salt Lake City a few weeks ago relative to retirement and dismantling of Utah Railway Company Cabooses 51 and 56 account in general deteriorated and worn-out condition.

Following is material which will be recovered from these cabooses:

Caboose 51 built 1913 by Mount Vernon Car Manufacturing Company - Light Weight 37,400 pounds.

| | |
|---|---|
| Scrap pipe | 150 lbs. |
| Scrap cast steel | 7,915 lbs. |
| Scrap structural steel | 15,400 lbs. |
| Scrap wrot iron | 3,944 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on scrap 4½" x 8" axles | |
| Scrap wood | 7,800 lbs. |
| | 1,647 lbs. |
| Total | 37,400 lbs. |

Caboose 56 built 1920 by Mount Vernon Car Manufacturing Company - Light Weight 36,000 lbs.

| | |
|---|---|
| Scrap pipe | 150 lbs. |
| Scrap cast steel | 7,915 lbs. |
| Scrap structural steel | 14,800 lbs. |
| Scrap wrot iron | 3,944 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on 4½" x 8" scrap axles | 7,800 lbs. |
| Scrap wood | 1,647 lbs. |
| Total | 36,000 lbs. |

Will you kindly arrange to prepare AFE to cover.

Very truly yours,
L. R. TAYLOR

LRT:bz

cc: ~~Mr. S. H. Cornwall~~ L. R. Taylor, Superintendent

Provo - 4-4-59

Mr. Taylor:

Referring to probable cost of caboose 55, it will run about as follows:

| | |
|---|---|
| Labor | $ 1750.00 |
| Material | 1500.00 |
| Overhead | 485.00 |
| | $ 3735.00 |

The material, of course is estimated, I figured 15% overhead on both labor and material.

Lawrence

See File 10-1-D-1

RECEIVED
APR 6 1959
UTAH RAILWAY CO.
SUPT'S. OFFICE

included.

I have advised them, due to maximum length of sheets at 24 feet, we would cut and weld material ourselves.

Yours very truly,

Purchasing Agent

| | |
|---|---|
| Scrap structural steel | 15,400 lbs. |
| Scrap wrot iron | 3,944 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on scrap 4½" x 8" axles | |
| Scrap wood | 7,800 lbs. |
| | 1,647 lbs. |
| Total | 37,400 lbs. |

Caboose 56 built 1920 by Mount Vernon Car Manufacturing Company - Light Weight 36,000 lbs.

| | |
|---|---|
| Scrap pipe | 150 lbs. |
| Scrap cast steel | 7,515 lbs. |
| Scrap structural steel | 14,800 lbs. |
| Scrap wrot iron | 3,544 lbs. |
| Scrap brass | 144 lbs. |
| Scrap spring steel | 400 lbs. |
| 4 Pairs scrap 650# wheels mounted on 4½" x 8" scrap axles | 7,800 lbs. |
| Scrap wood | 1,647 lbs. |
| Total | 36,000 lbs. |

Will you kindly arrange to prepare AFE to cover.

Very truly yours,

L. R. TAYLOR

LRT:bz

cc: ~~Mr. S. M. Cornwall~~ L. R. Taylor, Superintendent

ORE

Salt Lake City, Utah
November 20, 1958

Mr. L. R. Taylor, Supt. & Master Mechanic
Utah Railway Company,
Martin.

Dear Sir:

Again referring to your letter of November 13th, 1958, file 8-1CG regarding approximate prices on materials for rebuilding Caboose 55 at Provo.

I enclose herewith (2) copies of result of quotation furnished by Structural Steel & Forge Company of Salt Lake City, which you will observe are f.o.b. Provo, Utah.

Inasmuch as Lawrence Jones stated scrap could be used to produce the (16) 1/4" gussetts, I did not have this item included.

I have advised them, due to maximum length of sheets at 24 feet, we would cut and weld material ourselves.

Yours very truly,

Purchasing Agent

Salt Lake City, Utah
November 20, 1958

Mr. L. R. Taylor, Supt. & Master Mechanic
Utah Railway Company,
Martin.

Dear Sir:

Again referring to your letter of November 13th, 1958, file 8-100 regarding approximate prices on materials for rebuilding Caboose 55 at Provo.

I enclose herewith (2) copies of result of quotation furnished by Structural Steel & Forge Company of Salt Lake City, which you will observe are f.o.b. Provo, Utah.

Inasmuch as Lawrence Jones stated scrap could be used to produce the (16) 1\4" gussetts, I did not have this item included.

I have advised them, due to maximum length of sheets at 24 feet, we would cut and weld material ourselves.

Yours very truly,

Purchasing Agent

UTAH RAILWAY COMPANY

A/C 514 — 17

Quotation from Structural Steel & Forge Company
covering proposed material for rebuilding Caboose No.55

Prices furnished by Structural Steel per hundred weight are based on minimum weight of 5,000# and are f.o.b. Provo, Utah.
Amounts extended by FMS.

| | | | | |
|---|---|---|---|---|
| 2 Pcs. 6" Angle Iron - 10.05# per foot | 32' Long | @ $10.60 cwt | $71.23 | 672# |
| 1 Pc. 6" Angle Iron - 10.05# per foot | 18' Long | @ $10.60 cwt | 20.03 | 189# |
| 8 Pcs. 5" Angle Iron - 9.00# per foot | 11' Long | @ $10.65 cwt | 84.35 | 792# |
| 2 Plates (Black Sheets) 3/16" 96x360' | | @ $10.20 cwt | 280.91 | 2754# |
| 2 Plates ( " " ) 3/16" 96x120' | | @ $10.20 cwt | 124.85 | 1224# |
| 4 Pcs Angle Iron 3x3x3/16" | 8' Long | @ $12.50 cwt | 14.88 | 119# |
| 4 Pcs Angle Iron 2x2x3/8" (Chg for standard length 20' but will cut to 8' Lengths) | | @ $11.65 cwt | 21.90 | 188# |
| | | | $618.15 | 5938# |

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets only of 72"x144") @ $ 9.50 cwt
Wt.360#

All material in stock now except 3x3x3/16" Angle Iron which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |
| | | | $ 660.59 |

Quotation from Structural Steel & Forge Company
covering proposed material for rebuilding Caboose No.55

Prices furnished by Structural Steel per hundred weight
are based on minimum weight of 5,000# and are f.o.b.
Provo, Utah.
Amounts extended by PNS.

| | | | |
|---|---|---|---|
| 2 Pcs. 6" Angle Iron - 10.05# per foot | 32' long @ $10.60 cwt | $71.29 | 67% |
| 1 Pc. 6" Angle Iron - 10.05# per foot | 18' long @ $10.60 cwt | 20.03 | 18% |
| 8 Pcs. 5" Angle Iron - 9.00# per foot | 11' long @ $10.65 cwt | 84.35 | 79% |
| 2 Plates (Black Sheets) 3/16" 96x360' | @ $10.20 cwt | 280.91 | 275% |
| 2 Plates ( " " ) 3/16" 96x120' | @ $10.20 cwt | 124.85 | 122% |
| 4 Pcs Angle Iron 3x3x3/16" 8' long | @ $12.50 cwt | 14.88 | 11% |
| 4 Pcs Angle Iron 2x2x3/8" (Use for standard length 20' but will cut to 8' lengths) | @ $11.65 cwt | 21.90 | 18% |
| | | $612.15 | 599% |

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head 3/8" x 6" | @ 8.10 C | $ 16.20 | |
| 200 Machine Bolts, Hex.Head 1/2" x 6" | @ 13.12 C | 26.24 | |
| | | $ 660.59 | |

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A/C 314 M-ORDER NO. 17

DATE Provo, Utah, Nov. 24, 1958

(3) TO Mr. R. F. Cottrell, General Foreman

Provo, Utah

## DETAIL OF PERFORMANCE

Make general repairs to Caboose 55, including replacing wood side braces and siding with steel.

UTAH RAILWAY COMPANY
RECEIVED
NOV 25 1958
SALT LAKE CITY, UTAH

cc - SNC FMS MDR LRT HWC

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor
MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

Form U. R. 272-B

# UTAH RAILWAY COMPANY

CHARGE TO A/C 314 M-ORDER NO 17

DATE Provo, Utah, Nov. 24, 1958

(3) TO Mr. R. E. Cottrell, General Foreman

Provo, Utah

DETAIL OF PERFORMANCE

Make general repairs to Caboose 55, including replacing wood side braces and siding with steel.

UTAH RAILWAY COMPANY
RECEIVED
NOV 24 1958
SALT LAKE CITY, UTAH

CO - END TIME MIR LRT EWO

General Foreman will report promptly the completion, alteration, or cancellation of this order. This should be attended by supervisory force to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

I. R. Taylor
MASTER MECHANIC

---

length 20' but will
cut to 8' lengths)

$618.15 59%

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron which is expected in next week.

| | | | | |
|---|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ | 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ | 13.12 C | 26.24 |
| | | | | $ 660.59 |

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A/C 314

M-ORDER NO. 28

DATE Provo, Utah, Sept. 16, 1955

(3) TO Mr. R. F. Cottrell, General Foreman,

Provo, Utah.

UTAH RAILWAY COMPANY RECEIVED SEP 26 1955 SALT LAKE CITY, UTAH

## DETAIL OF PERFORMANCE

Make general repairs to Caboose 55.

cc - LAK JLD REK HWC

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor

MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

Form U. R. 215-B

# UTAH RAILWAY COMPANY

CHARGE TO A/C 3814 M-ORDER NO. 88

DATE Provo, Utah, Sept. 16, 1955

TO Mr. R. F. Cottrell, General Foreman,

Provo, Utah.

DETAIL OF PERFORMANCE

Make General repairs to Caboose 88.

Note - LAST LEG SAW HWO

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory force to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before supervising time slip.

L. H. Taylor

MASTER MECHANIC

length 20' but will
cut to 8' lengths)

$618.15 59%

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360#

Items @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | | |
|---|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ | 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ | 13.12 C | 26.24 |
| | | | | $ 660.59 |

Form U. R. 222-B

# UTAH RAILWAY COMPANY

Revised

CHARGE TO A.F.E. 1137 M-ORDER NO. 37

DATE Provo, Utah, Nov. 16, 1954

(3) TO Mr. J. Jess, General Foreman, Provo.

(1) Mr. C. E. Carroll, MP&C Foreman, Martin.

DETAIL OF PERFORMANCE

Provo make up one set of AB brake brackets and piping and furnish one set of AB equipment for application to Caboose 51 and forward to Martin.

Martin apply to Caboose 51, all charges to be made to this M Order.

cc - LAK JLD REK LRT

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor

MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense

UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1127 — Job Order No. 97 — Revised

DATE Provo, Utah, Nov. 16, 1934

(2) TO Mr. J. Jess, General Foreman, Provo.

(1) Mr. G. E. Carroll, Mtrc Foreman, Martin.

DETAIL OF PERFORMANCE

Provo make up one set of AB brake brackets and piping and furnish one set of AB equipment for application to Caboose 81 and forward to Martin.

Martin apply to Caboose 81, all charges to be made to this order.

H Grant.

cc - LAK JLB REK LAT

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by subordinates Jones in instructing all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor

MASTER MECHANIC

length 20' but will
cut to 8' lengths)

$618.15 59%

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron which is expected in next week.

| | | | | |
|---|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |

$ 660.59

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1137 M-ORDER NO. 32

DATE Provo, Utah, Oct. 26, 1954

(3) TO Mr. J. Jess, General Foreman,
Provo, Utah.

## DETAIL OF PERFORMANCE

Labor and material covering application of AB Brakes to Caboose 56.

cc - LAK ✓ WLD REK LRT HC

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor
MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

Form U. R. 102-B

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1127 W-ORDER NO. 22

DATE Provo, Utah, Oct. 26, 1954

(3) TO Mr. J. Jess, General Foreman,

Provo, Utah.

DETAIL OF PERFORMANCE

Labor and material covering application of AB Brakes

to Cabooses 56.

00 - LAB OLD REN LRT HO

General Foreman will report promptly the completion, alteration, or cancellation of work. Time should be recorded by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slips.

I. R. Taylor

MASTER MECHANIC

length 20' but will
cut to 8' lengths)

| | | |
|---|---|---|
| | | $612.15 59%38 |

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |

$ 660.59

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1137 M-ORDER NO. 35

DATE Provo, Utah, Nov. 8, 1954

(3) TO Mr. J. Jess, General Foreman

Provo, Utah

DETAIL OF PERFORMANCE

Labor and material covering application of AB Brakes to Caboose 53.

cc - LAK JLD REK LRT HC

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor

MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

Form U. R. 124-B

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1137 M-ORDER NO. 55

DATE Provo, Utah, Nov. 8, 1954

(3) TO Mr. J. Jess, General Foreman

Provo, Utah

DETAIL OF PERFORMANCE

Labor and material covering application of AB Brakes to Cabooses 53.

cc - LAK JLD RWK LRT HO

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before surrender time slip.

I. R. Taylor

MASTER MECHANIC

---

length 20' but will
cut to 8' lengths)

$612.15 59%

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt. 360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |
| | | | $ 650.59 |

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1137 M-ORDER NO. 37

DATE Provo, Utah, Nov. 16, 1954

(3) TO Mr. J. Jess, General Foreman,
Provo, Utah.

## DETAIL OF PERFORMANCE

Make up one set of brackets and piping for application of AB Brakes to Caboose 51, and forward to Martin.

cc - LAK ✓ JLD REK LRT HC

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor
MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

UTAH RAILWAY COMPANY

CHARGE TO: J. . . 1587 M-ORDER NO. 27

DATE Provo, Utah, Nov. 16, 1964

(3) TO Mr. J. Jess, General Foreman,

Provo, Utah

DETAIL OF PERFORMANCE

Make up one set of brackets and piping for application of 45 Brakes to Locomotive 51, and forward to Martin.

cc - LAK JID REK LRT RC

UTAH RAILWAY COMPANY 1964 SALT LAKE CITY, UTAH

General Foreman will report promptly the completion, alteration, or cancellation of work. Cars should be marked by superintendent Burns to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. E. Taylor

MASTER MECHANIC

---

| | | |
|---|---|---|
| | length 20' but will cut to 8' lengths) | |
| | | $612.15 59%$ |
| | Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets only of 72"x144") Wt.360# @ $ 9.50 cwt | |
| | All material in stock now except 3x3x3/16" Angle Iron which is expected in next week. | |
| 200 Machine Bolts, Hex.Head | 3/8" x 6" @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" @ 13.12 C | 26.24 |
| | | $ 660.59 |

Form U. R. 222-B

CORRECTED ORDER

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1181

M-ORDER NO. 21

UTAH RAILWAY COMPANY
RECEIVED
JUN 24 1954
SALT LAKE CITY, UTAH

DATE Provo, Utah, June 23, 1954

TO Mr. C. E. Carroll, MP&C Foreman,
Martin, Utah.

## DETAIL OF PERFORMANCE

Cost of Labor and Material to retire Utah Railway Caboose No. 54.

See file 10-1-D-8 for AFE covering retirement of Caboose #54

cc - LAK LRT JLD REK

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. TAYLOR

MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

Form U. R. 22-B

# UTAH RAILWAY COMPANY

CONSTRUCTION ORDER

CHARGE TO W. E. T. 1401

M-ORDER NO. 521

DATE Price, Utah, June 28, 1964

TO Mr. G. E. Carroll, Wye Foreman,

Martin, Utah.

DETAIL OF PERFORMANCE

Cost of Labor and Material to retire Utah Railway

Cabooses No. 56.

GO - LAST LEFT HAND BOX

General Foreman will report promptly the completion of entireship or of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance in charge hereinbefore and contained in this order. Daily time slips of employees should be inspected carefully to insure correct charge in this order, and before approving time slip.

L. R. TAYLOR

MASTER MECHANIC

length 20' but will
cut to 8' lengths)

$612.15 59%

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt. 360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |
| | | | $ 660.59 |

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1181 M-ORDER NO. 21

DATE Provo, Utah, June 22, 1954

TO Mr. C. E. Carroll, MP&C Foreman,
Martin, Utah.

UTAH RAILWAY COMPANY
RECEIVED
JUN 23 1954
SALT LAKE CITY, UTAH

## DETAIL OF PERFORMANCE

Cost of labor and material to retire Utah Railway Cabooses No. 54 and 62.

cc - LAK LRT JLD REK

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor
MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expenses .....

UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1201 M-ORDER NO. 81

DATE Provo, Utah, June 24, 1924

TO Mr. G. E. Carroll, MPAC Foreman,
Martin, Utah.

DETAIL OF PERFORMANCE

Part of labor and material to retire Utah Railway
Coboosts No. 54 and 52.

Ga - LAST LAST AID FROM

General Foreman will report promptly the completion, alteration, or cancellation of work. Cars should be released by mechanical forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Tay lor

MASTER MECHANIC

length 20' but will
cut to 8' lengths)

$612.15 59%

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |
| | | | $ 660.59 |

Form U. R. 222-B

# UTAH RAILWAY COMPANY

UTAH RAILWAY COMPANY RECEIVED MAY 25 1954 SALT LAKE CITY, UTAH

CHARGE TO A.F.E. Pending

M-ORDER NO. 18

DATE Provo, Utah, May 24, 1954

(3) TO Mr. J. Jess, General Foreman
Provo, Utah

## DETAIL OF PERFORMANCE

Labor and material applying AB Brakes to Caboose 55.

cc - LAK JLD RTK LRT HC

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. TAYLOR
MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expenses .....

Form U. R. 228-B

# UTAH RAILWAY COMPANY

CHARGE TO: J. E. Fielding — M-ORDER NO. 16

DATE: Provo, Utah, May 24, 1924

(B) TO: J. Jess, General Foreman
Provo, Utah

DETAIL OF PERFORMANCE

Labor and material applying AB Brakes to Cabooses 58.

CO - LAF 3TO EEK LIF HO

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. TAYLOR
MASTER MECHANIC

---

length 20' but will
cut to 8' lengths)

$612.15 59%

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt. 360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |
| | | | $ 660.59 |

RECEIVED
MAY 16 1952
SALT LAKE CITY, UTAH

UTAH RAILWAY COMPANY

Cab. 54

Provo, Utah, May 15, 1952

Mr. J. Jess, General Car Foreman,
Provo, Utah.

Dear Sir:

Referring to our M Order No. 66, dated May 6, 1952, this M Order was issued for caboose 53 in error, it should cover repairs to caboose 54. Will you please change your records accordingly.

Yours truly,

L. R. Taylor

cc-Mr. L. A. Kane
Mr. J. L. Dorsey
Mr. R. E. Kimberlin
Mr. T. Wight

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

**SUMMARY OF ESTIMATE**

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

RECEIVED
MAY 16 1952
SALT LAKE CITY, UTAH

Provo, Utah, May 15, 1952

Mr. J. Jess, General Car Foreman,
Provo, Utah.

Dear Sir:

Referring to our M Order No. 86, dated May 6, 1952, this M Order was issued for caboose 53 in error, it should cover repairs to caboose 54. Will you please change your records accordingly.

Yours truly,

L. R. Taylor

cc-Mr. L. A. Kane
Mr. J. L. Dorsey
Mr. R. E. Kimberlin
Mr. T. Wight

RECEIVED
MAY 8 1952
SALT LAKE CITY, UTAH

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A/C 314

M-ORDER NO. 66

DATE Provo, Utah, May 6, 1952

(3) TO Mr. J. Jess, General Car Foreman
Provo, Utah

## DETAIL OF PERFORMANCE

Make repairs to Caboose 53: General Repairs

Very bad
What will this
cost approximately?
5/8
JJ

CC - LAK JLD REK TW

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. TAYLOR
MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $ 50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

cut to 8' lengths)

| | | | |
|---|---|---|---|
| | | | $612.15 |
| | | | 59%$ |

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | | |
|---|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ | 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ | 13.12 C | 26.24 |

$ 660.59

Mr Kane

Jan 5/26

COMPANY

M-ORDER NO. 94

E Provo, Ut. Oct. 2, 1941

RMANCE

s to Caboose 55.

UTAH RAILWAY COMPANY
RECEIVED
OCT 4 - 1941
SALT LAKE CITY

CC GSA JES JLD RJV BL TAR

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. B. SOMO

MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expense .....

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets
only of 72"x144")
Wt.360#

@ $ 9.50 cwt

$612.15 59%

All material in stock now except 3x3x3/16" Angle Iron
which is expected in next week.

| | | | | |
|---|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ | 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ | 13.12 C | 26.24 |

$ 660.59

Mr Jen

Please advise estimated cost of repairs to Caboose 53

Mr Taylor

Estimated Cost to place Cab 53 in serviceable condition $450.00

JJ

COMPANY

M-ORDER NO. 94

E Provo, Ut. Oct. 2, 1941

RMANCE

s to Caboose 55.

UTAH RAILWAY COMPANY
RECEIVED
OCT 4 - 1941
SALT LAKE CITY

CC GSA JES JLD RJV BL TAR

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. B. SOMO

MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expenses .....

THINGS TO DO TODAY

THURSDAY, MAY 8, 1952

| APRIL | | | | | | |
|---|---|---|---|---|---|---|
| Su | Mo | Tu | We | Th | Fr | Sa |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

| MAY | | | | | | |
|---|---|---|---|---|---|---|
| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| JUNE | | | | | | |
|---|---|---|---|---|---|---|
| Su | Mo | Tu | We | Th | Fr | Sa |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

129th Day

Patented

237 Days to Come

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A/C 314.

M-ORDER NO. 94

DATE Provo, Ut. Oct. 2, 1941

To Mr. C. A. Law, G. F.,
City.

## DETAIL OF PERFORMANCE

Make necessary repairs to Caboose 55.

UTAH RAILWAY COMPANY
RECEIVED
OCT 4 - 1941
SALT LAKE CITY

CC GSA JES JLD RJV BL TAR

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. B. SOMO
MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expenses .....

Form U. R. 222-H

# UTAH RAILWAY COMPANY

CHARGE TO A/C 814.

M-ORDER NO. 94

DATE Provo, Ut. Oct. 2, 1941

TO Mr. O. A. Lee, G. F.,

City.

DETAIL OF PERFORMANCE

Make necessary repairs to Cabooses 53.

GO GEA THE TIE FIV BL. YAR

General Foreman will report promptly the completion, alteration, or cancellation of work. Give credit for approved by supervisory forces to instruct all men engaged in the performance to share labor and material to this order. Daily time slips of employes should be inspected carefully to issue correct charge to this order, and before approving time slip.

J. R. SOMO

MASTER MECHANIC

---

| | | | |
|---|---|---|---|
| | | | $612.15 59%% |
| Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets only of 72"x144") Wt.360# | | @ $ 9.50 cwt | |
| All material in stock now except 3x3x3/16" Angle Iron which is expected in next week. | | | |
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |
| | | | $ 660.59 |

Form U. R. 222-B

# UTAH RAILWAY COMPANY

CHARGE TO A/C 314. M-ORDER NO. 61

DATE Provo, Ut. May 30, 1941

To Mr. C. A. Law, G. F.,
City.

## DETAIL OF PERFORMANCE

Make necessary repairs to Caboose 55.

UTAH RAILWAY COMPANY
RECEIVED
MAY 31 1941
SALT LAKE CITY, UTAH

CC GSA JES JLD RJV BL TAR

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. B. SOMO

MASTER MECHANIC

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expenses .....

Form U. R. 122-B

# UTAH RAILWAY COMPANY

CHARGE TO L/O 214.

M-ORDER NO. 61

DATE Provo, Ut., May 30, 1941

To Mr. G. A. Law, G. F.;

GIVE:

DETAIL OF PERFORMANCE

Make necessary repairs to Caboose No.

UTAH RAILWAY COMPANY
RECEIVED
MAY 31 1941
SALT LAKE CITY, UTAH

GO GAS JEG LIO RAY EL. TAM

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. R. SOMO

MASTER MECHANIC

---

| | | | |
|---|---|---|---|
| | | | $612.15 59%% |

Alternate for Items 4 and 5: 1/8" 11-Ga. in sheets only of 72"x144") Wt.360# @ $ 9.50 cwt

All material in stock now except 3x3x3/16" Angle Iron which is expected in next week.

| | | | |
|---|---|---|---|
| 200 Machine Bolts, Hex.Head | 3/8" x 6" | @ 8.10 C | $ 16.20 |
| 200 Machine Bolts, Hex.Head | 1/2" x 6" | @ 13.12 C | 26.24 |

$ 660.59

Form U R 94—6-19-23—2m

# UTAH RAILWAY COMPANY

A. F. E. NO. 276 Eq.

## AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 50.00 is requested for the purpose of improvement of caboose

on the property owned by Utah Railway Company and

now operated by Utah Railway Company

July 30 19 34 Superintendent

Location of project: State Utah Valuation Section Unallocated

Station or M. P. Caboose No. 56.

Description of project:

Equip caboose car No. 58 with train number indicators.

Reasons for recommending this expenditure:

Minor change in caboose undergoing repairs to make it standard with more recently built cabooses.

## SUMMARY OF ESTIMATE

Estimated gross cost of Project $50.00

Amount chargeable to:

Reserve for accrued depreciation for property retired $

Profit and loss for property retired

Operating Expenses for property retired

Value of Salvage recovered

Cost of property retired $

Incidental costs chargeable to profit and loss

Incidental costs chargeable to operating expenses

Form U E 94—6-13-22—2m

# UTAH RAILWAY COMPANY

A. F. E. NO. 275 2m

## AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 80.00 is requested for the purpose of improvement of cabooses

on the property owned by Utah Railway Company and

now operated by Utah Railway Company

Dated 20 19 24

Superintendent

Location of project: State Utah Valuation Section Salt Lake Division

Station or M. P. Carbon Co. Ut.

Description of project:

Equip caboose car No. 55 with train number indicators.

Reasons for recommending this expenditure:

Change in rules requires engineers to make it standard with rest of system.

Bell: Gongs

## SUMMARY OF ESTIMATE

Estimated gross cost of Project ..... $80.00

Amount chargeable to:

Reserve for accrued depreciation for property retired ..... $

Profit and loss for property retired .....

Operating Expenses for property retired .....

Value of Salvage recovered .....

Cost of property retired ..... $

Incidental costs chargeable to profit and loss .....

Incidental costs chargeable to operating expenses ..... 80.00

To other accounts .....

Net charge to property Investment Account ..... $

Total Cost to be borne by .....

(Name of Company)

Or participated in by .....

(Name of Company)

Form U R 95 3-5-23 2M

# UTAH RAILWAY COMPANY

A. F. E. NO. 276 Eq

## DETAILED ESTIMATE

Sheet No. 1 of 2 Sheets
Reference
Reference

Office of Master Mechanic

Date July 30 1924

Location and Description of Project:

Equip caboose car No. 56 with train number indicators.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Additions (Operating Expenses)

Acct. 314 - Freight - train cars

| | |
|---|---|
| Material | $ 15.00 |
| Labor | 35.00 |
| | $ 50.00 |

Form U R 95. 3-5-23 2M

# UTAH RAILWAY COMPANY

A. F. E. NO. 275 Ad

## DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of Water Supervisor

Date July 30 1924

Location and Description of Project:

Study cabooses car No. 34 with train number indicators.

---

DETAILED ESTIMATE OF LABOR AND MATERIAL.

---

Adjusting (Operating Department)

Acct. 234 - Trains - train mere

Material $ 26.00

Labor 24.00

Total $ 50.00

Estimated by _____ (Name)

_____ (Division)

Estimated by _____ Date _____

July 22, 1924.

Provo, Utah, July 25, 1924

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Hiawatha, Utah.

File 33-2

Dear Sir:

I have your letter of 14th instant, File 5-7, requesting authority for the installation of indicators on cabooses No. 56.

You may do the work when convenient, making proper charge to A. F. E. number which will be furnished by the A. F. E.

Yours very truly,

Messrs. E. J. Hall
R. J. Vaughan
V. B. Hjortsberg
G. S. Anderson
T. A. Ream
J. F. Long
J. H. Cragin
G. B. Wilcox

Gentlemen:

On the 22nd inst. authorized M-Order 160 for altering cupola, equipping and installing caboose 56 with train indicators.

At the time this order was authorized the A. F. E. had not been assigned, but we are now in receipt of this information - therefore please add A. F. E. 276 to this order.

It is requested that in addition to M-Order that the A. F. E. be given ~~not~~ reporting labor and material charges.

Yours truly

J. B. SOMO

Master Mechanic

TS-IW

RECEIVED
JUL 26 1924

Provo, Utah, July 28, 1924

File 82-2

Messrs. M. J. Hall
H. J. Vaughan
V. S. Hjortsberg
C. C. Anderson
T. A. Ream
J. H. Long
J. H. Orsgin
O. R. Wilcox

Gentlemen:

On the 22nd inst. authorized R-Order 160 for altering cupola, equipping and installing cabooses 88 with train indicators.

At the time this order was authorized the A. P. S. has not been assigned, but we are now in receipt of this information - therefore please add A. P. S. 876 to this order.

It is requested that in addition to R-Order that the A. P. S. be given ~~MM~~ reporting labor and material charges.

Yours truly

J. B. SOUTO

TS-IW

Master Mechanic

RECEIVED JUL 26 1924

July 22, 1924.

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Hiawatha, Utah.

Dear Sir:

I have your letter of 14th instant, file 8-7, requesting authority for the installation of indicators on caboose No. 56.

You may proceed with this work when convenient, making proper charges to the A. F. E. number which will be furnished by the Auditor.

Yours very truly,

(Signed) G. S. ANDERSON

Vice-Pres. & General Manager.

A-L

CC - Mr. V. B. Hjorteberg:
Copy of Mr. Vaughan's letter and estimate attached.
Please assign A. F. E. to record the change.

File 8-7

Hiawatha, Utah,

July 14, 1924.

G. S. Anderson, V.P.&G.M.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Caboose #56 is now at the Provo Joint yards undergoing repairs and M. M.Somo has requested authority for the installation of indicators on this caboose.

I am attaching herewith estimate of labor and material that would be necessary in effecting this change on this caboose. I would request that in event authority is given for this improvement you advise at an early date in order that I can have the work prosecuted while the caboose is now at Provo.

Yours truly,

For A. J. Kirkham
Superintendent.

K-T

Enc.

Approved G S Anderson
7/21/24

UTAH RAILWAY COMPANY
RECEIVED
JUL 16 1924

Labor:

| | | | | |
|---|---|---|---|---|
| Carpenter | 40 | Hours | @ 67¢ | $26.80 |
| Tinner, | 12 | " | @ 74¢ | 8.88 |
| | | | Total | $35.68 |

Material:

12 Frame Posts, $2\frac{1}{2}$" x 4" x 4'

50 Ft. Standard Sheeting

4 Sheets of tin, 18" x 20"

1 Set of indicators complete, with two lamps, reflectors and brackets,

1 Standard cupola box and lamp.

Labor:

| | | | | |
|---|---|---|---|---|
| Carpenter | 40 | hours | @ 67¢ | $26.80 |
| Painter | 12 | " | @ 74¢ | 8.88 |
| | | | Total | $35.68 |

Materials:

12 frame posts, 2½" x 4" x 4'

50 ft. Standard Sheeting

4 Sheets of tin, 18" x 20"

1 Set of indicators complete, with two lamps, reflectors and brackets.

1 Standard cupola box and lamp.

July 15, 1922.

Mr. F. R. Perkins, Accountant,
United States Railroad Administration,
Room 608 Equitable Building,
Denver, Colorado.

Dear Sir:

I have your letter of the 14th instant, in regard to our bill 274, of July, 1920, for the value of Utah Railway caboose No. 52 destroyed in accident November 28, 1919, and for which the Denver & Rio Grande Railroad was responsible.

The value of $3,645.35 for a new caboose was based upon a quotation to us by the Mount Vernon Car Manufacturing Company (the original builders of this car). As a matter of fact, it actually cost us $4,637.47 to rebuild caboose No. 52. This car was a standard caboose, except that it was of greater length than the ordinary caboose and contained a baggage compartment.

Yours very truly,

Vice-Pres. & General Manager.

A-L

UNITED STATES RAILROAD ADMINISTRATION

JAMES C. DAVIS
DIRECTOR GENERAL OF RAILROADS AND AGENT OF THE PRESIDENT
WASHINGTON

L. J. TRACY
COMPTROLLER

Denver Colo

July 14th 1922

JUL 15 1922

Subject-Equipment destroyed-File ET-41

Mr G L Anderson,

Vice Prest & Genl Manager,

Utah RR, Salt Lake City Utah.

Dear Sir.

In examining the federal accounts of the Denver & Rio Grande RR I have noted your bill 274 of July 1920 for value of your caboose no 52 destroyed in accident Navember 28th 1919 amount $2,865,53.

Would be pleased if you would advise manner of arriving at value of $3,645,35 for new caboose, also if the caboose destroyed was a standard caboose or special make of combination car.

Yours respectfully

J R Perkins

Accountant, USRA
Room 608 Equitable Bldg
Denver Colo

Superintendent.

UNITED STATES RAILROAD ADMINISTRATION

JAMES C. DAVIS
DIRECTOR GENERAL OF RAILROADS AND ASSISTANT TO THE PRESIDENT

WASHINGTON

L. J. TRACY
CONTROLLER

Denver Colo

July 14th 1922

Subject-Equipment destroyed-File ET-41

Mr C L Anderson,

Vice Prest & Genl Manager,

Utah RR,Salt Lake City Utah.

Dear Sir.

In examining the Federal accounts of the Denver & Rio Grande RR I have noted your bill 274 of July 1922 for value of your caboose no 32 destroyed in accident November 28th 1919 amount $2,565.55.

Would be pleased if you would advise manner of arriving at value of $3,645.55 for new caboose ,also if the caboose destroyed was a standard caboose or special make of construction car.

Yours respectfully

Accountant, USRA
Room 506 Equitable Bldg
Denver Colo

IN ANSWERING THIS VOUCHER PLEASE REFER TO

Auditor's No. 274

Month July 1920

If necessary to return bill for correction or explanation, forward to G. S. Anderson, Auditor, Salt Lake City, Utah.

Make checks payable to Utah Railway Company, and address all remittances to V. B. Hjortsberg, Cashier, Salt Lake City, Utah.

The Denver and Rio Grande Railroad,
Denver, Colorado.

TO UTAH RAILWAY COMPANY, DR.

For Replacement of Utah Railway caboose No. 52 destroyed in accident at Gilluly, Utah, November 28th, 1919, responsibility for which was acknowledged by your company per letter December 16th, 1919, of your Supt. J. T. Slattery to J. E. Stevenson, Supt., Utah Railway Company.

| | | |
|---|---|---|
| Cost of new caboose | | $ 3,645.35 |
| Less accrued depreciation on old caboose built July, 1913 | 382.81 | |
| Salvage: | | |
| Trucks, Serviceable | 347.01 | |
| Underframe, Scrap | 50.00 | 779.82 |
| Total | | $ 2,865.53 |

Correct,

Caboose file

Credit to Other Unadjusted Debits 2,865 53

Approved,

VICE PRES. & GEN. MGR.

Approved for Collection,

AUDITOR

restraightening of the frame was a difficult task to perform at this point, where we are not equipped with suitable clamps and face plates for this kind of work and it was this factor that entered into running the expense so high.

Respectfully,

J. E. Stevenson

Superintendent.

BE SAFE UTAH U.C.R. RAILWAY ALWAYS

Replacement of Utah Railway caboose No. 22 destroyed in accident at Gilluly, Utah, November 28th, 1919, responsibility for which was acknowledged by your company per letter December 16th, 1919, of your Supt. J. C. Slattery to J. E. Stevenson, Supt., Utah Railway Company:

| | | |
|---|---|---|
| Cost of new caboose . . . . . | | $ 6,048.38 |
| Less reserve depreciation on old caboose built July, 1910 . . . . . | 528.21 | |
| Salvage: | | |
| Trucks, serviceable . . . . . | 247.03 | |
| Unserviceable, scrap . . . . . | 24.00 | 271.03 |
| Total . . . . . | | $ 5,257.22 |

Other Unauthorized Debits 2,424.53

Approved

Approved for Collection

Accountant, UPRA
Room 606 Equitable Bldg
Denver Colo

FORM UR 4-4 3M 4-12-20

# UTAH RAILWAY COMPANY

OPERATING DEPARTMENT

PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

August 4, 1920.

UTAH RAILWAY COMPANY
RECEIVED
AUG 5 1920

Mr. G. S. Anderson,
V. P. & G. M. Ut. Ry. Co.,
Salt Lake City, Utah.

Dear Sir:-

Your letter of July 30th, referring to the expense of repairing the steel underframe and trucks of caboose No. 52. My estimate on the repairs to the underframe and trucks of this car would have been very conservative and I believe that any car man would agree with me that the work could have been accomplished for.

Mr. Peapke, in protecting himself on the job estimated $200.00 while the work was progressing very satisfactory and looked like it could be accomplished for the amount specified.

The underframe of the car was dropped from its cribbing, due to tipping over and letting the frame drop about 7 ft. which buckled it over excessively. The restraightening of the frame was a difficult task to perform at this point, where we are not equipped with suitable clamps and face plates for this kind of work and it was this factor that entered into running the expense so high.

Respectfully,

J. E. Stevenson

Superintendent.

BE SAFE
UTAH
U.C.R.
RAILWAY
ALWAYS

Mr. G. E. Anderson,
U. P. & G. N. Ut. Ry. Co.,
Salt Lake City, Utah.

Dear Sir:-

Your letter of July 20th, referring to the expense of repairing the steel underframe and trucks of caboose No. 52. My estimate on the repairs to the underframe and trucks of this car would have been very conservative and I believe that any car man would agree with me that the work could have been accomplished for.

Mr. Rumpke in protecting himself on the job estimated $200.00 while the work was progressing very satisfactory and looked like it could be accomplished for the amount specified.

The underframe of the car was dropped from its cribbing, due to tipping over and letting the frame drop about 7 ft. which buckled it over excessively. The straightening of the frame was a difficult task to perform at this point, where we are not equipped with suitable clamps and face plates for this kind of work and it was this factor that entered into running the expense so high.

Respectfully,

Superintendent.

July 30th
1 9 2 0

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I saw some figures today taken off Salt Lake Route bills indicating that the cost of repairing the steel underframe and trucks of caboose No. 52, preparatory to shipment to Mt. Vernon, was approximately $650.

We decided to send these parts to Mt. Vernon on your personal estimate that the cost of repairs at Provo would amount to approximately $150.00. If the expense as shown by the Salt Lake Route is correct, we would have been better off to scrap these parts and purchased an entire new caboose.

Yours very truly,

(Signed) C. S. Anderson

Vice Pres. & General Manager.

A/M

IN MAKING SETTLEMENT OR VOUCHER PLEASE REFER TO

Auditor's No. 274

Month July 1920

If necessary to return bill for correction or explanation, forward to G. S. Anderson, Auditor, Salt Lake City, Utah.

Make checks payable to Utah Railway Company, and address all remittances to V. B. Hjortsberg, Cashier, Salt Lake City, Utah.

The Denver and Rio Grande Railroad.
Denver, Colorado.

TO UTAH RAILWAY COMPANY, DR.

For Replacement of Utah Railway caboose No. 52 destroyed in accident at Gilluly, Utah, November 28th, 1919, responsibility for which was acknowledged by your company per letter December 16th, 1919, of your Supt. J. T. Slattery to J. E. Stevenson, Supt., Utah Railway Company.

| | | |
|---|---|---|
| Cost of new caboose | | $ 3,645.35 |
| Less accrued depreciation on old caboose built July, 1915 | 382.81 | |
| Salvage: | | |
| Trucks, Serviceable | 347.01 | |
| Underframe, Scrap | 50.00 | 779.82 |
| Total | | $ 2,865.53 |

Correct,

Approved,

VICE PRES. & GEN. MGR.

Approved for Collection,

AUDITOR

Credit to Other Unadjusted Debits 2,865 53

| | |
|---|---|
| Cost of property retired | $ ~~1,463.00~~ |
| Incidental costs chargable to operating expenses | |
| Accrued Depreciation - Equipment | 382.81 |
| To other accounts | $ 1,463.00 |
| Net charge to property investment account | |

Participants and their share of cost

None

Recommended

Recommended

Expenditure approved and authorized for purpose stated August 6th - 1920

Recorded and Registered

Vice-PRESIDENT

AUDITOR

Boston

NO. 53 Eq

# UTAH RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

State
Val. Sec.
D. C. E. Ref.

Authority ~~for an expenditure of $~~ is requested for retirement Caboose No. 52 and

on the property owned by Utah Railway Company

now operated by Utah Railway Company.

August 5th - 1920

(NAME AND TITLE) Sup't.

Location of project:

Description of project:

Retirement of caboose car No. 52 destroyed in accident at Gilluly, Utah, November 20th, 1919.

Reasons for Recommending this expenditure:

SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Estimated gross cost of project | | $ |
| Cost chargable to operating expenses for property retired | $ 503.18 | |
| Value of salvage recovered | 397.01 | |
| Cost of property retired | $ 1,463.00 | |
| Incidental costs chargable to operating expenses | | |
| To other accounts Accrued Depreciation - Equipment | 382.01 | |
| Net charge to property investment account | | $ 1,463.00 |

Participants and their share of cost

None

Recommended

Recommended

Expenditure approved and authorized for purpose stated August 5th - 1920

Recorded and Registered

Vice-PRESIDENT

AUDITOR

11

# UTAH RAILWAY COMPANY

NO. 5334

State
Val. Sec.
D. C. E. Rel.

## AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ _____ is requested for _____

on the property owned by _____ and

now operated by _____

_____ (NAME AND TITLE) _____

Location of project:

Description of project:

Reasons for Recommending this expenditure:

### SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Estimated gross cost of project | $ | |
| Cost chargable to operating expenses for property retired | $ | |
| Value of salvage recovered | | |
| Cost of property retired | $ | |
| Incidental costs chargable to operating expenses | | |
| To other accounts | | |
| Net charge to property investment account | | $ |
| Participants and their share of cost | | |

Recommended _____ Recommended _____

Expenditure approved and authorized for purpose stated

_____ 19 _____ Recorded and Registered

_____ AUDITOR

_____ PRESIDENT

# UTAH RAILWAY COMPANY

NO. 53 Eq

Sheet No. 1 of 1 Sheets
Reference ---
Reference ---

## DETAILED ESTIMATE

Office of Auditor

Date August 5, 1920.

Location and description of project:

Retirement of caboose No. 52 destroyed in accident at Gilluly, Utah on November 28, 1919.

DETAILED ESTIMATE OF LABOR AND MATERIAL

| | | | | |
|---|---|---|---|---|
| Ledger value of car | | | | $ 1463.00 |
| Accrued Depreciation: | | | | |
| July, 1915 to November, 1917 | @ 4% | $238.46 | | |
| December, 1917 to August, 1918 | @ 5% | 52.91 | | |
| September, 1918 to November, 1919 | @ 5% | 91.44 | 382.81 | |
| Salvage: | | | | |
| Value of steel underframe and trucks | | | 397.01 | |
| Trucks: | | | | |
| M. C. B. Value | 470.00 | | | |
| Less depreciation July, 1915 to November 1919 | 122.00 | 347.01 | | |
| Underframe: | | | | |
| 3½ tons scrap @ $15.00 | | 50.00 | | |
| Retirement: Debit | | | 683.18 | |
| | | | 1463.00 | 1463.00 |

Estimated by ..... (Name) (Title)

Approved ..... (Name) (Title)

Approved ..... (Name) (Title)

Approved ..... (Name) (Title)

# UTAH RAILWAY COMPANY

NO. 53

Sheet No. 2 of 2 Sheets
Reference
Reference

## DETAILED ESTIMATE

Office of Auditor Date August 5, 1920.

Location and description of project:

Reference of subsoon 70. Is destroyed in auditors on Grizzly, Utah on December 26, 1919.

DETAILED ESTIMATE OF LABOR AND MATERIAL.

| | | |
|---|---|---|
| Ledger value of car | | $ 3464.00 |
| Accrued Depreciation | | |
| July, 1918 to December, 1919 | $ 41 [illegible] | |
| January, 1919 to August, 1920 | $ 20 [illegible] | |
| September, 1919 to December, 1919 | $ 84 [illegible] | 2[illegible].00 |
| Salvage: | | |
| Value of steel underframe and trucks | | 507.01 |
| Trucks: | | |
| K. S. S. Value | 470.00 | |
| Less depreciation July, 1918 to November 1919 | 122.99 | 347.01 |
| Underframe: | | |
| 25 tons scrap @ $16.00 | | 20.00 |
| Retirement: 1920 | 1[illegible].12 | |
| | 3444.02 | 3[illegible].00 |

Estimated by (Name) (Title) Approved (Name) (Title)

Approved (Name) (Title) Approved (Name) (Title)

# UTAH RAILWAY COMPANY

NO. 61 Eq

## AUTHORITY FOR EXPENDITURE

State Utah
Val. Sec.
D. C. E. Ref.

Authority for an expenditure of $ 4,637.47 is requested for reconstruction of caboose car No. 52.

on the property owned by Utah Railway Company and

now operated by Utah Railway Company

August 5th, - 19 20

(NAME AND TITLE) Sup't.

Location of project:

Description of project:

Reconstruction of caboose car No. 52

Reasons for Recommending this expenditure:

Required to replace caboose car No. 52 destroyed in accident at Gilluly, Utah on November 28th, 1919.

SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Estimated gross cost of project | | $ 4,637.47 |
| Cost chargable to operating expenses for property retired | $ --- | |
| Value of salvage recovered | --- | |
| Cost of property retired | $ 1,716.15 | |
| Incidental costs chargable to operating expenses | | |
| To other accounts Individuals and Companies - D. & R. G. R. R. | 2,865.53 | |
| Net charge to property investment account | | $ 3,433.09 |

Participants and their share of cost

D. & R.G.R.R. pays cost of replacement, less depreciation and salvage recovered . . . . . 2,865.53

Recommended

Recommended

Expenditure approved and authorized for purpose stated

19

Recorded and Registered

Vice-
PRESIDENT

AUDITOR

# UTAH RAILWAY COMPANY

NO. 61

## AUTHORITY FOR EXPENDITURE

State Utah
Val. Sec.
D. C. E. Ref.

Authority for an expenditure of $ 4,827.47 is requested for reconstruction of cabooses car

No. 22.

on the property owned by Utah Railway Company and

now operated by Utah Railway Company

Dupont Ill., - 19 22

(NAME AND TITLE) Copy to

Location of project:

Description of project:

Reconstruction of caboose car No. 22

Reasons for Recommending this expenditure:

Installed to replace caboose car No. 22 destroyed in accident at Ollivia, Utah on November 23th, 1919.

SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Estimated gross cost of project | | $ 4,827.47 |
| Cost chargable to operating expenses for property retired | $ — | |
| Value of salvage recovered | — | |
| Cost of property retired | $ — | |
| Incidental costs chargable to operating expenses | | 1,716.15 |
| To other accounts | | 2,020.00 |
| Net charge to property investment account | | $ 3,023.32 |
| Participants and their share of cost | | |
| U. S. G.C.R. pays cost of replacement, Less depreciation on salvage | | |
| recovered | | 1,800.00 |

Recommended ..... Recommended .....

Expenditure approved and authorized for purpose stated

19 Recorded and Registered

Vice-President

PRESIDENT AUDITOR

# UTAH RAILWAY COMPANY

NO. 61 Eq

Sheet No. 1 of 1 Sheets
Reference
Reference

## DETAILED ESTIMATE

Office of Auditor

Date August 5th, 1920.

Location and description of project:

Reconstruction of caboose car No. 52.

### DETAILED ESTIMATE OF LABOR AND MATERIAL

| | |
|---|---|
| Steel underframe and trucks | $ 397.01 |
| Builder's price | 2,899.00 |
| Repairs to steel underframe and trucks | 834.37 |
| Freight to Mt. Vernon, Illinois on underframe and trucks | 375.74 |
| Purchasing expense | 19.39 |
| Inspection | 18.19 |
| Freight Mt. Vernon, Illinois to Provo, Utah | 103.87 |
| | $ 4,637.47 |

3 640 25
997.17

Capital expenditure

| | |
|---|---|
| Caboose No. 56 - built at same time and under same specifications as caboose No. 52 - actual cost | $ 3,645.35 |
| Less estimated depreciation on trucks and underframe | 157.26 |
| | $ 3,488.09 |

Estimated by ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

# UTAH RAILWAY COMPANY

NO. 61

Sheet No. 2 of 2 Sheets
Reference
Reference

## DETAILED ESTIMATE

Office of Auditor Date August 8th, 1910.

Location and description of project:

Reconstruction of culvert due No. 22.

### DETAILED ESTIMATE OF LABOR AND MATERIAL

| | |
|---|---|
| Total underframe and trucks | $ 357.03 |
| Building's price | 2,809.32 |
| Freight to steel underframe and trucks | 288.27 |
| Freight to st. Louis, Illinois on underframe and trucks | 276.74 |
| Unloading expense | 25.00 |
| Superintendent | 30.38 |
| Freight St. Louis, Illinois to Provo, Utah | 304.27 |
| | $ 4,087.01 |

Capital expenditure

| | |
|---|---|
| Culvert No. 22 - built of rock lime and water mixed reconstructed on culvert No. 22 - actual cost | $ 3,640.32 |
| Less estimated depreciation on trucks and underframe | 447.69 |
| | $ 3,192.63 |

Estimated by ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

DEBIT

Retirement Caboose #52

| | | | |
|---|---|---|---|
| Accrued Depreciation-Eqp't. | | | 3828 |
| Material & Supplies-Salvage | | | 3970 |
| Trucks-M.C.B. value | 47000 | | |
| Less Depreciation July 1913 to Nov. 1919 | 12299 | 34701 | |
| Underframe- 3/2 tons scrap steel | | 5000 | |
| Operating Expenses | | | |
| Frt. train Cars-Retirements | | | 6831 |
| Equipment | | | |
| Equipment | | 364535 | ~~364535~~ |
| Cost of caboose #56 built at same time and under same specifications as caboose #52. | | | 34880 |
| Less Depr. ~~[illegible]~~ on underframe & trucks remaining therein. | | 15726 | |
| S. & R.G. R.R. | | | 28656 |
| Cost of new caboose | | 364535 | |

# UTAH RAILWAY COMPANY

NO. 61

Sheet No. 1 of 1 Sheets
Reference
Reference

## DETAILED ESTIMATE

Office of Auditor Date August 8th, 1910.

Location and description of project:

Reconstruction of caboose car No. 82.

### DETAILED ESTIMATE OF LABOR AND MATERIAL

| | |
|---|---|
| Steel underframe and trucks | $ 327.03 |
| Building's price | 2,800.00 |
| Repairs to steel underframe and trucks | 886.27 |
| Freight to Mr. Ferron, 1111bsls on underframe and trucks | 275.74 |
| Unloading expense | 25.00 |
| Insurance | 24.32 |
| Freight to Mr. Ferron, 111bsls to Provo, Utah | 305.07 |
| | $ 4,647.43 |
| | 3,647.43 |
| | 1,000.00 |

Capital expenditure

| | |
|---|---|
| Caboose No. 82 - built of mahogany and white pine modifications on caboose No. 82 - metal case | $ 3,640.43 |
| Iron extension superstructure on trucks and underframe | 1,000.00 |
| | $ 4,640.43 |

Estimated by ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

| | | | DEBIT | CREDIT |
|---|---|---|---|---|
| Retirement Caboose #52 | | | | |
| Accrued Depreciation-Eqp't. | | | 38281 | |
| Material & Supplies-Salvage | | | 39701 | |
| Trucks-M.C.B. value | 47000 | | | |
| Less Depreciation July 1913 to Nov. 1919 | 12299 | 34701 | | |
| Underframe- 3½ tons scrap steel | | 5000 | | |
| Operating Expenses Frt-train Cars-Retirements | | | 68318 | |
| Equipment | | | | 146300 |
| Equipment | | 264535 | ~~264535~~ | |
| Cost of caboose #56 built at same time and under same specifications as caboose #52. | | | 348809 | |
| Less Depr. ~~[illegible]~~ on underframe & trucks remaining therein. | | 15726 | | |
| S.&R.G.R.R. | | | 286553 | |
| Cost of new caboose | ~~264535~~ | 264535 | | |
| Less-Depreciation on old car July 1913 to Nov 1919 | 38281 | | | |
| Salvage | | | | |
| Trucks-as above | 34701 | | | |
| Underframe as above | 5000 | 77982 | | |
| Material & Supplies Salvage | | | | 39701 |
| Cash Cost of Rebuilding | | | | 424046 |
| Operating Expenses 6314-Frt. Train Cars-Repairs | | | ~~189341~~ | 171615 |
| | | | ~~651088~~ 635364 | ~~651088~~ 635362 |

I hereby certify that the above entry is correct

Approved for Entry

AUDITOR

Entered

Repairs to Underframe.

| | | | |
|---|---|---|---|
| L.A. bill #745 Vo 339 | | | |
| Labor | | 1736 | |
| Checking in | | 149 | |
| Shop Expense | 16.3% | 2876 | |
| 10% Supervision | | 1734 | |
| Material | | 2624 | |
| 10% Supervision | | 262 | |
| L.A. bill #11922 - Vo 439 | | 35933 | |
| Checking in | | 334 | |
| Shop Expense | 19.8% | 7115 | |
| 10% Supervision | | 3593 | |
| Material | | 6664 | |
| 10% Supervision | | 666 | |
| L.A. bill #12039 - Vo 259 | | | |
| Labor | | 2680 | |
| Checking in | | 55 | |
| Shop Expense | 17.4% | 466 | 82437 |
| Freight to Mt. Vernon on underframe and trucks | | | 37594 |

Vo. 447 - Mt. Vernon, O. No. 9

CC-G.S.Anderson
W.W.Rager
Boston.

[illegible] Railway Company.

In the event Utah Flat 101 had moved empty under revenue billing, Provo to Mt Vernon, freight charges would have been $120.[illegible] plus 2% war tax or $3.61, or a total of $123.91.

Yours very truly,

[illegible]

Repairs to Underframe.

| | | | |
|---|---|---|---|
| L.A. bill #745 Vo 339 | | | |
| Labor | | 17336 | |
| Checking in | | 149 | |
| Shop Expense 16.3% | | 2876 | |
| 10% Supervision | | 1734 | |
| Material | | 2624 | |
| 10% Supervision | | 262 | |
| L.A. bill #11922 - Vo 439 | | 35933 | |
| Checking in | | 334 | |
| Shop Expense 19.8% | | 7115 | |
| 10% Supervision | | 3593 | |
| Material | | 6664 | |
| 10% Supervision | | 666 | |
| L.A. bill #12039 - Vo 259 | | | |
| Labor | | 2680 | |
| Checking in | | 55 | |
| Shop Expense 17.4% | | 466 | 82437 |
| Freight to Mt. Vernon on underframe and trucks | | | 37574 |
| Vo. 447 - Mt. Vernon Car Mfg Co. | | | |
| Caboose complete | 3500 00 | | |
| Less allowance for trucks & underframe | 800 00 | 2700 00 | |
| Plus | | | |
| Air brakes | 60 50 | | |
| Draft springs | 10 00 | | |
| Draft gear blocks | 11 00 | | |
| Couplers | 71 50 | | |
| Colters | 50 | | |
| Pipe | 7 28 | | |
| Pipe fittings | 88 | | |
| Stub bars | 10 08 | | |
| Brake Chain | 44 | | |
| Labor & overhead | 26 82 | 199 00 | |
| Purchasing expense | | 19 29 | |
| Inspection | | 18 19 | 2936 48 |

| | | | | | |
|---|---|---|---|---|---|
| Forward | | | | | 42410 46 |
| Less depreciation charged on destroyed caboose from 7/1/13 to 11/30/19 | | | | | 38281 |
| | | | | | 3857 65 |
| 7/1/13 to 11/30/17 on | $1463.50 | @4% | | 258 46 | |
| 12/1/17 to 8/31/18 " | " | @3% | | 32 91 | |
| 9/1/18 to 11/30/19 " | " | @2% | | 91 44 | |

Estimated by ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

FORM 518-S

UNITED STATES SMELTING, REFINING & MINING COMPANY

UNITED STATES SMELTING REFINING & MINING COMPANY

COPY

FOR G. S. Anderson.

TRAFFIC DEPARTMENT

SALT LAKE CITY, UTAH

G.W. CUSHING
TRAFFIC MANAGER

July 31st, 1920,

Claim 5243-A
F-15746.

Claim 5243-A
F-15746

Mr. J. N. Horlick, Mgr.,
U. S. Stores Company,
Building.

Dear Sir:-

Referring to attached copy of letter addressed to G. S. Anderson, Genl.Mgr., Utah Railway Company, in regard to freight charges assessed on underframe forwarded from Provo, March 12th on Utah Railway flat 101, amounting to $579.38, which were paid by the Mt. Vernon Car Mfg. Company, and billed against the U. S. Stores Company.

If the car had moved empty under Revenue billing, Provo to Mt. Vernon, the freight charges would have been $123.91 for account Real del Monte Co.

It will therefore be in order for you to charges the Utah Railway with $455.47, and the Real del Monte Co. with $123.91 to off-set the charge of $579.38 paid by you to Mt. Vernon Car Manufacturing Company.

The matter of re-building Utah Railway flats into box cars for account Real del Monte is covered by U. S. Stores Order Ep-727, Req. A.K.B., our routing order F-15746.

Yours very truly,

G W Cushing

aem-mm
CC-G.S.Anderson
W.W.Rager
Boston.

FORM 818-S

UNITED STATES SMELTING, REFINING & MINING COMPANY

COPY

FOR G. S. Anderson.

July 31st, 1920.

Claim 5245-A
F-15746.

Mr. J. H. Morlock, Mgr.,
U. S. Stores Company,
Building.

Dear Sir:

Referring to attached copy of letter addressed to G. S. Anderson, Genl.Mgr., Utah Railway Company, in regard to freight charges assessed on underframe forwarded from Provo, March 12th on Utah Railway flat 101, amounting to $279.58, which were paid by the Mt. Vernon Car Mfg. Company, and billed against the U. S. Stores Company.

If the car had moved empty under Revenue billing, Provo to Mt. Vernon, the freight charges would have been $125.91 for account Real del Monte Co.

It will therefore be in order for you to charges the Utah Railway with $425.47, and the Real del Monte Co. with $125.91 to off-set the charge of $279.58 paid by you to Mt. Vernon Car Manufacturing Company.

The matter of re-building Utah Railway flats into box cars for account Real del Monte is covered by U. S. Stores Order MT-727, Reg. A.R.S., our routing order F-15746.

Yours very truly,

RGM-WM
CC-G.S.Anderson
W.V.Hager
Boston.

UNITED STATES SMELTING REFINING & MINING COMPANY

TRAFFIC DEPARTMENT

SALT LAKE CITY, UTAH

G.W. CUSHING
TRAFFIC MANAGER

499.65
123.91
3 75.74

July 30th, 1920

Claim 5243-A
F-15746

Mr. G. S. Anderson, Genl.Mgr.
Utah Railway Company,
Building.

Dear Sir:-

Referring to our conversation of even date we enclose herewith copy of L & N Mt Vernon Ill. expense bill Pro-155 March 26th, 1920, covering charges paid by the Mt Vernon Car Mfg Company on arrival of steel under frame forwarded from Provo, Utah March 12th on Utah Railway flat 101.

You will note total charges under above freight bill are $579.38, which includes 3% war tax.

Under date of April 19th, 1920, we filed our claim 5243-A with the L & N for overcharge in rate on the under frame amounting to $79.73, which adjusts the correct freight charges to basis of $499.65, copy of our claim being in your file.

Rec'd to VBH

We are also attaching L & N voucher C-1082 for $79.73 in settlement of our claim 5243-A. You will note attached voucher is drawn in favor of the U S Smelting Refining & Mining Company, but has been endorsed by W. W. Rager, Cashier, U S Smelting Refining & Mining Company, payable to the Utah Railway Company.

It is our understanding that the U S Stores Company have reimbursed the Mt Vernon Car Mfg Company in the amount of $579.38 covering original freight charges paid by them on this shipment and we are asking the U S Stores Company to arrange to have this amount billed against the Utah Railway Company.

In the event Utah Flat 101 had moved empty under revenue billing, Provo to Mt Vernon, freight charges would have been $120.30 plus 3% war tax or $3.61, or a total of $123.91.

Yours very truly,

G W Cushing

aem-mf CC- Mr. Horlick
Mr. Rager
Boston

UNITED STATES SMELTING REFINING & MINING COMPANY

TRAFFIC DEPARTMENT

SALT LAKE CITY, UTAH

July 20th, 1920

Claim 5242-A
P-16746

Mr. G. S. Anderson, Genl.Mgr.
Utah Railway Company,
Building.

Dear Sir:-

Referring to our conversation of even date we enclose herewith copy of I & M Mt Vernon Ill. expense bill Pro-Jab March 20th, 1920, covering charges paid by the Mt Vernon Car Mfg Company on arrival of steel under frame forwarded from Provo, Utah March 12th on Utah Railway flat 101.

You will note total charges under above freight bill are $679.38, which includes 3% war tax.

Under date of April 19th, 1920, we filed our claim 5242-A with the I & M for overcharge in rate on the under frame amounting to $79.75, which adjusts the correct freight charges to basis of $429.65, copy of our claim being in your file.

We are also attaching I & M voucher C-1082 for $79.75 in settlement of our claim 5242-A. You will note attached voucher is drawn in favor of the U S Smelting Refining & Mining Company, but has been endorsed by W. W. Rager, Cashier, U S Smelting Refining & Mining Company, payable to the Utah Railway Company.

It is our understanding that the U S Stores Company have reimbursed the Mt Vernon Car Mfg Company in the amount of $679.38 covering original freight charges paid by them on this shipment and we are asking the U S Stores Company to arrange to have this amount billed against the Utah Railway Company.

In the event Utah Flat 101 had moved empty under revenue billing, Provo to Mt Vernon, freight charges would have been $120.30 plus 3% war tax or $3.61, or a total of $123.91.

sam-mf

CC- Mr. Horlick
Mr. Rager

Yours very truly,

FORM CO-238 7500 11-18-19

# FREIGHT BILL

Mt Vernon, Ill. Station 3-26-20 19

Freight Bill No. 155

Consignee Mt Vernon Car Mfg Co.,

Destination

Route D&RG

POINT OF ORIGIN TO DESTINATION

To L&N

*Dr., For Charges on Articles Transported:*

| WAYBILLED FROM | WAYBILL DATE AND NO. | FULL NAME OF SHIPPER | CAR INITIALS AND NUMBER |
|---|---|---|---|
| Provo, Utah | D-17 3-12-20 | Utah RR Co. | Ut Ry 101 |
| POINT AND DATE OF SHIPMENT | CONNECTING LINE REFERENCE | PREVIOUS WAYBILL REFERENCES | ORIGINAL CAR INITIALS AND NO. |

| NUMBER OF PACKAGES, ARTICLES AND MARKS | WEIGHT | RATE | FREIGHT | ADVANCES | TOTAL |
|---|---|---|---|---|---|
| 1 steel underframe complete | 22000 | | | | |
| 2 pieces freight car truck with wheels complete | 30000 | 1875 | 562.50 | | |
| | | | 16.88 | war tax | |
| | | | 579.38 | | |

COPY

TOTAL PREPAID $

Received payment for the Company March 13th, 1920 19

AGENT

PER

Cashier or Collector

Total

Prepaid

To Collect

THE F. W. GARDINER CO. PRESS, SALT LAKE 5310

| | No. of Pkgs. | Articles | Weight | Rate | Charges | Amount of Overcharge |
|---|---|---|---|---|---|---|
| Charges Paid: | | 1 Steel Underframe complete<br>2 prs. Frt.car trucks with wheels complete | 30000 | 1.87½ | 579.38 | |
| | | Total | | | 579.38 | |
| Should have been: | | " | 30000<br>24000 | 1.50½<br>14 | 451.50<br>33.60 | |
| | | | | | 485.10 | |
| | | | War tax | | 14.55 | |
| | | Total | | | 499.65 | 79.73 |

Authority for rate or classification claimed Class A to E.St.L. Boyd's tariff 120.

Give, so far as practicable, Tariff reference (I. C. C. number, effective date and page or item).

**IN ADDITION TO THE INFORMATION GIVEN ABOVE, THE FOLLOWING DOCUMENTS ARE SUBMITTED IN SUPPORT OF THIS CLAIM.***

( x ) 1. Original paid freight ("expense") bill.
( ) 2. Original invoice, or certified copy, when claim is based on weight or valuation, or when shipment has been improperly described.
( ) 3. Original bill of lading, if not previously surrendered to carrier, when shipment was prepaid, or when claim is based on misrouting or valuation.
( ) 4. Weight certificate or certified statement when claim is based on weight.
5. Other particulars obtainable in proof of Overcharge claimed:

Remarks: Further authority for rate- Class 6- E.St.Louis to Mt. Vernon L.& N. tariff CO 2855

The foregoing statement of facts is hereby certified to as correct.

CC- Boston Utah Railway.

U.S.Smelting Refining & Mining Co.

(Signature of claimant)

By

Traffic Manager.

*Check mark (x) before supporting documents mentioned above, indicates they are attached.

the Mt Vernon Car Mfg Company on arrival of steel under frame forwarded from Provo, Utah March 12th on Utah Railway flat 101.

You will note total charges under above freight bill are $579.78, which includes 3% war tax.

Under date of April 19th, 1920, we filed our claim 5242-A with the I & M for overcharge in rate on the under frame amounting to $79.78, which adjusts the correct freight charges to basis of $499.66, copy of our claim being in your file.

We are also attaching I & M voucher 5-1082 for $79.78 in settlement of our claim 5242-A. You will note attached voucher is drawn in favor of the U S Smelting Refining & Mining Company, but has been endorsed by W. H. Hager, Cashier, U S Smelting Refining & Mining Company, payable to the Utah Railway Company.

It is our understanding that the U S Stores Company have reimbursed the Mt Vernon Car Mfg Company in the amount of $579.78 covering original freight charges paid by them on this shipment and we are asking the U S Stores Company to arrange to have this amount billed against the Utah Railway Company.

In the event Utah Flat 101 had moved empty under revenue billing, Provo to Mt Vernon, freight charges would have been $120.00 plus 3% war tax or $3.61, or a total of $123.61.

Yours very truly,

Gen-mf  DO- Mr. Horlick
Mr. Hagen

FORM CO-238 7500 11-19-19

# FREIGHT BILL

Mt Vernon, Ill. Station 3-26-20 19

Consignee Mt Vernon Car Mfg Co., Freight Bill No. 155

Destination

Route D&RG

POINT OF ORIGIN TO DESTINATION

To L&N

*Dr., For Charges on Articles Transported:*

| WAYBILLED FROM | WAYBILL DATE AND NO. | FULL NAME OF SHIPPER | CAR INITIALS AND NUMBER |
|---|---|---|---|
| Provo, Utah | D-17 3-12-20 | Utah RR Co. | Ut Ry 101 |
| POINT AND DATE OF SHIPMENT | CONNECTING LINE REFERENCE | PREVIOUS WAYBILL REFERENCES | ORIGINAL CAR INITIALS AND NO. |

| NUMBER OF PACKAGES, ARTICLES AND MARKS | WEIGHT | RATE | FREIGHT | ADVANCES | TOTAL |
|---|---|---|---|---|---|
| 1 steel underframe complete | 22000 | | | | |
| 2 pieces freight car truck | 30000 | 1875 | 562.50 | | |
| with wheels complete | | | 16.88 | war tax | |
| | | | 579.38 | | |

COPY

TOTAL PREPAID $

Received payment for the Company March 13th, 1920 19

AGENT

PER

Cashier or Collector

Total

Prepaid

To Collect

THE F. W. GARDINER CO. PRESS, SALT LAKE 5310

| | No. OF PKGS. | ARTICLES | WEIGHT | RATE | CHARGES | AMOUNT OF OVERCHARGE |
|---|---|---|---|---|---|---|
| Charges Paid: | | 1 Steel Underframe complete<br>2 prs. Frt.car trucks with wheels complete | 30000 | 1.87½ | 579.38 | |
| | | Total | | | 579.38 | |
| Should have been: | | " | 30000<br>24000 | 1.50½<br>14 | 451.50<br>33.60 | |
| | | | | | 485.10 | |
| | | | War tax | | 14.55 | |
| | | Total | | | 499.65 | 79.73 |

Authority for rate or classification claimed Class A to E.St.L. Boyd's tariff 120.

Give, so far as practicable, Tariff reference (I. C. C. number, effective date and page or item).

**IN ADDITION TO THE INFORMATION GIVEN ABOVE, THE FOLLOWING DOCUMENTS ARE SUBMITTED IN SUPPORT OF THIS CLAIM.***

( x ) 1. Original paid freight ("expense") bill.
( ) 2. Original invoice, or certified copy, when claim is based on weight or valuation, or when shipment has been improperly described.
( ) 3. Original bill of lading, if not previously surrendered to carrier, when shipment was prepaid, or when claim is based on misrouting or valuation.
( ) 4. Weight certificate or certified statement when claim is based on weight.
5. Other particulars obtainable in proof of Overcharge claimed:

Remarks: Further authority for rate- Class 6- E.St.Louis to Mt. Vernon L.& N. tariff CO 2855

The foregoing statement of facts is hereby certified to as correct.

CC- Boston
Utah Railway.

U.S.Smelting Refining & Mining Co.
(Signature of claimant)

By
Traffic Manager.

*Check mark (x) before supporting documents mentioned above, indicates they are attached.

Form C. O. 239 5M 11-22-19 FWG Co 5357

# UNITED STATES SMELTING, REFINING AND MINING CO.

## Standard Form for Presentation of Overcharge Claims

SALT LAKE CITY, UTAH. 4-19-20. 19

Mr. J. F. Seger, OCA,
L. & N. Railroad Co.,
Louisville, Ky.

5243-A.
Claimant's Number

Carrier's Number

VOUCHER IN FAVOR OF AND TO PAY TO Utah Railway Company.
P. O. Box 1785, Salt Lake City, Utah.

*Address all communications relating to this claim to Geo. W. Cushing, Traffic Manager, P. O. Box 1785, Salt Lake City, Utah*

This claim for $ 79.73 (Amount of claim) is made against the carrier named above by U.S.S.R.& M.Co. (Name of claimant)
for Overcharge in connection with the following described shipments:

Description of shipment Steel Underframe and freight car trucks

Name and address of consignor (shipper) Utah Railway Company

Shipped from Provo, Utah (City, town or station), To Mt. Vernon, Ill. (City, town or station)

Final Destination Mt. Vernon (City, town or station) Route via

Bill of Lading issued by Co.; Date of Bill of Lading

Paid Freight Bill (Pro) Number 155; Original Car Number and Initial

Name and address of consignee (Whom shipped to) Mt. Vernon Car Mfg. Co.

If shipment reconsigned en route, state particulars:

Nature of Overcharge (Weight, rate or classification, etc.)

RECEIVED APR 21 1920

### DETAILED STATEMENT OF CLAIM.

| | No. OF PKGS. | ARTICLES | WEIGHT | RATE | CHARGES | AMOUNT OF OVERCHARGE |
|---|---|---|---|---|---|---|
| Charges Paid: | 1 | Steel Underframe complete | 30000 | 1.87½ | 579.38 | |
| | 2 prs. | Frt.car trucks with wheels complete | | | | |
| | | Total | | | 579.38 | |
| Should have been: | | " | 30000 | 1.50½ | 451.50 | |
| | | | 24000 | 14 | 33.60 | |
| | | | | | 485.10 | |
| | | | War tax | | 14.55 | |
| | | Total | | | 499.65 | 79.73 |

Authority for rate or classification claimed Class A to E.St.L. Boyd's tariff 120.
Give, so far as practicable, Tariff reference (I. C. C. number, effective date and page or item).

IN ADDITION TO THE INFORMATION GIVEN ABOVE, THE FOLLOWING DOCUMENTS ARE SUBMITTED IN SUPPORT OF THIS CLAIM.*

( x ) 1. Original paid freight ("expense") bill.
( ) 2. Original invoice, or certified copy, when claim is based on weight or valuation, or when shipment has been improperly described.
( ) 3. Original bill of lading, if not previously surrendered to carrier, when shipment was prepaid, or when claim is based on misrouting or valuation.
( ) 4. Weight certificate or certified statement when claim is based on weight.
5. Other particulars obtainable in proof of Overcharge claimed:

Remarks: Further authority for rate- Class 6- E.St.Louis to Mt. Vernon L.& N. tariff CO 2855

The foregoing statement of facts is hereby certified to as correct.

CC- Boston
Utah Railway.

U.S.Smelting Refining & Mining Co.
(Signature of claimant)

By
Traffic Manager.

*Check mark (x) before supporting documents mentioned above, indicates they are attached.

Form C. O. 239 3M 11-23-16 RWO Co. print

# UNITED STATES SMELTING, REFINING AND MINING CO.

## Standard Form for Presentation of Overcharge Claims

SALT LAKE CITY, UTAH, _____ 19

(Claimant's Number)

(Carrier's Number)

VOUCHER IN FAVOR OF AND TO PAY TO _____

Address all communications relating to this claim to Geo. W. Cushing, Traffic Manager, P. O. Box 1785, Salt Lake City, Utah

This claim for $ _____ (Amount of claim) is made against the carrier named above by _____ (Name of claimant)

for Overcharge in connection with the following described shipments:

Description of shipment _____

Name and address of consignor (shipper) _____

Shipped from _____ (City, town or station) To _____ (City, town or station)

Final Destination _____ (City, town or station) Route via _____

Bill of Lading issued by _____ Co.; Date of Bill of Lading _____

Paid Freight Bill (Pro) Number _____; Original Car Number and Initial _____

Name and address of consignee (Whom shipped to) _____

If shipment reconsigned en route, state particulars: _____

Nature of Overcharge _____ (Weight, rate or classification, etc.)

### DETAILED STATEMENT OF CLAIM.

| | No. OF PCS. | ARTICLES | WEIGHT | RATE | CHARGES | AMOUNT OF OVERCHARGE |
|---|---|---|---|---|---|---|
| Charges Paid: | | | | | | |
| | | Total | | | | |
| Should have been: | | | | | | |
| | | Total | | | | |

Authority for rate or classification claimed _____

Give, as far as practicable, Tariff reference (I. C. C. number, effective date and page or item).

### IN ADDITION TO THE INFORMATION GIVEN ABOVE THE FOLLOWING DOCUMENTS ARE SUBMITTED IN SUPPORT OF THIS CLAIM.*

( ) 1. Original paid freight ("expense") bill.

( ) 2. Original invoice, or certified copy, when claim is based on weight or valuation, or when shipment has been improperly described.

( ) 3. Original bill of lading, if not previously surrendered to carrier, when shipment was prepaid, or when claim is based on misrouting or valuation.

( ) 4. Weight certificate or certified statement when claim is based on weight.

5. Other particulars obtainable in proof of Overcharge claimed: _____

Remarks: _____

The foregoing statement of facts is hereby certified to as correct.

_____ (Signature of claimant)

By _____ Traffic Manager.

*Check mark (x) before supporting documents mentioned above, indicates they are attached.

ALL CONTRACTS AND ORDERS SUBJECT TO STRIKES, ACCIDENTS AND CAUSES BEYOND OUR CONTROL.

R. K. WEBER, VICE-PRESIDENT
H. H. CUST, ASST. TO PREST.

W. C. ARTHURS, PRESIDENT

D. P. SETTLEMIRE, SECY. & TREAS.
CHARLES ELLIOTT, SUPERINTENDENT

# MT. VERNON CAR MFG. CO.

MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION,

CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., July 6, 1920.

Mr. A. K. Bell, Asst. to Mgr.,

United States Stores Company,

Salt Lake City, Utah.

REC'D JUL 9 1920 U. S. STORES CO. Manager's Office

Dear Sir:

As wequested in your favor of the 25th instant, we enclose herewith itemized bill covering our charge of $199.00 for additional material furnished in rebuilding caboose Car No. 52.

Yours truly,

O H Mooney

OH:EF

Auditor.

Encl.

Form M-V 29

DUPLICATE No.

# MT. VERNON CAR MFG. CO.

Manufacturers of

FREIGHT CARS OF EVERY DESCRIPTION, CABOOSE AND REFRIGERATOR CARS, CAR WHEELS, CAR CASTINGS AND GENERAL FOUNDRY WORK

MT. VERNON, ILLINOIS July 3rd, 1920.

Sold to United States Stores Company,
Salt Lake City, Utah.

TERMS Cash YOUR ORDER No.

F. O. B. YOUR REQ. No. OUR ORDER No.

To Additional Material furnished in rebuilding, May 15th, Caboose Car #52, as follows:

| | |
|---|---|
| Air Brakes | $60.50 |
| Draft Springs | 10.00 |
| Draft Gear Blocks | 11.00 |
| Couplers | 71.50 |
| Cotters | .50 |
| Pipe | 7.28 |
| Pipe Fittings | .88 |
| Steel Bars | 10.08 |
| Brake Chain | .44 |
| | $172.18 |
| Labor and Overhead | 26.82 |
| | $199.00 |

Form M-V 29

DUPLICATE No.

# MT. VERNON CAR MFG. CO.

Manufacturers of

FREIGHT CARS OF EVERY DESCRIPTION, CABOOSE AND REFRIGERATOR CARS, CAR WHEELS, CAR CASTINGS AND GENERAL FOUNDRY WORK

MT. VERNON, ILLINOIS July 3rd, 1920.

Sold to United States Stores Company,
Salt Lake City, Utah.

TERMS Cash YOUR ORDER No.

F. O. B. YOUR REQ. No. OUR ORDER No.

To Additional Material furnished in rebuilding, May 15th, Caboose Car #52, as follows:

| | |
|---|---|
| Air Brakes | $60.50 |
| Draft Springs | 10.80 |
| Draft Gear Blocks | 11.00 |
| Coupler | 71.50 |
| Cotters | .50 |
| Pipe | 7.20 |
| Pipe Fittings | .88 |
| Steel Bars | 10.08 |
| Brake Chain | .44 |
| | $172.18 |
| Labor and Overhead | 26.82 |
| | $199.00 |

# Utah Railway Company

Salt Lake City, June 25, 1920.

Mt. Vernon Car Mfg. Co.,
Mt. Vernon, Illinois.

Gentlemen:-

With reference to your invoice of June 4th, covering our order H-5557. There is an amount of $199.00 tabulated on this invoice which covers charge made for additional material furnished as per your letter of May 15th.

Due to the fact that this caboose was burned and damaged while in the service of the Denver & Rio Grande Railroad, we are authorized to bill on them for the amount of $199.00. It is necessary for us to present them with an itemized bill to this amount, we would therefore ask that you give us an itemization of this account, making it in <u>six copies.</u>

Yours very truly,

UNITED STATES STORES CO.

Ass't to Manager.

AKB:W

June 26, 1920.

Mt. Vernon Car Mfg. Co.,
Mt. Vernon, Illinois.

Gentlemen:-

With reference to your invoice of June 4th, covering our order H-6657. There is an amount of $199.00 tabulated on this invoice which covers charge made for additional material furnished as per your letter of May 18th.

Due to the fact that this caboose was burned and damaged while in the service of the Denver & Rio Grande Railroad, we are authorized to bill on them for the amount of $199.00.

It is necessary for us to present them with an itemized bill to this amount, we would therefore ask that you give us an itemization of this account, making it in six copies.

Yours very truly,

UNITED STATES STORES CO.

AKB:W

Ass't to Manager.

# Utah Railway Company

**Salt Lake City, Utah** June 21, 1920.

Mr. G. S. Anderson,
Vice Pres. & General Manager,
Utah Railway Company,
Building.

Dear Sir:-

We are just in receipt of invoice from Robt. W. Hunt & Co. covering the inspection of caboose cars at Mount Vernon Car Co. as follows:

| | |
|---|---|
| Time - 1 3/4 days at $15.00 per day | $26.25 |
| Expense | 10.13 |
| Total | $36.38 |

This invoice has been passed to Mr. Rager for payment, to be charged to the Utah Railway. I am mentioning this as I believe you wish to make a back charge of this amount to the D. & R. G. R. R.

Yours very truly,

L. D. Anderson

CHIEF ENGINEER.

# Utah Railway Company

Salt Lake City, Utah June 21, 1920.

Mr. G. E. Anderson,
Vice Pres. & General Manager,
Utah Railway Company,
Sunnyside.

Dear Sir:-

We are just in receipt of invoice from Robt. . Hunt & Co. covering the inspection of cabooses cars at Mount Vernon Car Co. as follows:

| | |
|---|---|
| Time - 1 1/4 days at $18.00 per day | $22.50 |
| Expense | 10.75 |
| Total | $33.25 |

This invoice has been passed to Mr. Hager for payment, to be charged to Sunnyside Railway. I am submitting this as I believe you wish to make a back charge against the account to the D. & R. G. R. R.

Yours very truly,

CHIEF ENGINEER.

I. Form C. O. 163—2M

Mt Vernon, Ill June 4, 1920 191

UNITED STATES STORES CO.

TO MT VERNON CAR MFG. CO. DR.

ORDER No. H-5557

REQUISITION No. GSA

SHIPPED TO United States Stores Company,

~~Salt Lake City,~~ Utah

TERMS

UTAH RAILWAY CO.

RECD JUN 10 1920

| | |
|---|---|
| To 1 Caboose complete | 3500.00 |
| Less allowance for Trucks and Stl. Underframe | 800.00 |
| | 2700.00 |
| Plus additional material furnished as per our letter of May 15th | 199.00 |
| | 2899.00 |

Car No. 52

Stencil Utah Railway Company

To Provo, Utah

Bill of lading attached

285557 REQ. No. gsa

FOR Mt Vernon Ills

PAID

JUN 25 1920

VOUCHER No. 583

I. Form C. O. 163—2M

Mt Vernon, Ill June 4, 1920

191

UNITED STATES STORES CO.

TO MT VERNON CAR MFG. CO. DR.

ORDER No. H-5556

REQUISITION No. GSA

SHIPPED TO United States Stores Company,
Salt Lake City, Utah.

TERMS

UTAH RAILWAY CO. JUN 10 1920 RECEIVED

To 1 Cabooose complete $3500.00

Car No. 56

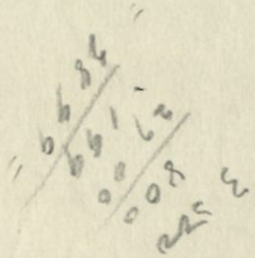
Stencil Utah Railway Company

To Provo, Utah

Bill of lading attached

H-5556 REQ. No. gsa
ACCT.
VO. NO. DT. DUE
CAS. BY DATE
REC'D BY
CA. INVT.
F.O.B. Mt Vernon Ills.
RECORD COPY ONLY.

*PAID*
JUN 25 1920
VOUCHER No. 583



UTAH RAIL WAY COMPANY
56
MT.V. WT. 37200
BUILT BY THE
MT VERNON CAR MFG. CO.
MT VERNON ILL.

FORM UR 4-4 3M 4-12-20

# UTAH RAILWAY COMPANY

OPERATING DEPARTMENT

PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

June 23, 1920
File #

BE SAFE ALWAYS UTAH U.C.R. RAILWAY

JUN 24 1920

Mr. G. S. Anderson,
Vice Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Caboose 52 and 56 received June 20th from Mt. Vernon Works have been inspected and are satisfactory in general.

While these cabooses are stamped safety appliance standard, I am satisified we will have to take the middle brace out of the circle grab iron, and have them with a 16 instead of a 15 inch brake wheel, and equip with a 5/8 instead of a 7/16 hand brake chain. The equipment on the cab consisted of four cushions, and a cupola light.

Caboose 56, I find that somebody en-route has robbed her of two cubbard hasps, which will not amount to exceed $1.00 for replacement.

I will carfully scrutinize the rules upon safety appliance standards, and make certain that the changes will have to be made before doing so. However, the expense will be very nominal in the event it will have to be accomplished.

Respectfully,

J E Stevenson

Superintendent.

JES:LM

UTAH RAILWAY COMPANY

OPERATING DEPARTMENT

PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

June 23, 1920
File #

Mr. G. S. Anderson,
Vice Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Cabooses 52 and 56 received June 20th from Mt. Vernon Works have been inspected and are satisfactory in general.

While these cabooses are stamped safety appliance standard, I am satisfied we will have to take the middle brace out of the circle grab iron, and have them with a 16 instead of a 18 inch brake wheel, and equip with a 5/8 instead of a 7/16 hand brake chain. The equipment on the cab consisted of four cushions, and a cupola light.

Caboose 56, I find that somebody enroute has robbed her of two cupboard hasps, which will not amount to exceed $1.00 for replacement.

I will carefully scrutinize the rules upon safety appliance standards, and make certain that the changes will have to be made before doing so. However, the expense will be very nominal in the event it will have to be accomplished.

Respectfully,

Superintendent.

JES:LM

UTAH RAILWAY COMPANY
SALT LAKE CITY, UTAH

FOR_____

April 20th
1920

United States Stores Company,
Building.

Gentlemen:

I enclose herewith copy of letter of the Mount Vernon Car Manufacturing Company, dated the 13th instant, addressed to Traffic Manager Cushing, and which refers particularly to the caboose to be rebuilt on your order H-5557.

Utah Railway Company will accept bill of the Mount Vernon Car Manufacturing Company for the additional parts referred to therein, and you may advise that Company accordingly.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

UTAH RAILWAY COMPANY
SALT LAKE CITY, UTAH

FOR _____

April 20th
1920

United States Steel Company,
B u i l d i n g.

Gentlemen:

I enclose herewith copy of letter of the Mount Vernon Car Manufacturing Company, dated the 15th instant, addressed to Traffic Manager Gunning, and which refers particularly to the caboose to be rebuilt on your order H-5857.

Utah Railway Company will accept bill of the Mount Vernon Car Manufacturing Company for the additional parts referred to therein, and you may advise that Company accordingly.

Yours very truly,

(Signed) C. S. Anderson

Vice Pres. & General Manager.

A-M

COPY

MT. VERNON CAR MFG. CO.

Mt. Vernon, Ill.

April 13, 1920

Mr. G. W. Cushing, Traffic Mgr.
Utah Railway Co.
Salt Lake City, Utah.

Dear Sir:

Referring to the two caboose cars we are to construct for you under your orders H-5556 and 5557, we have just received the trucks and underframe that you shipped to us on Utah Railway flat car 101 and we find that the underframe comes to us without the couplers, without the draft gear, draft springs, certain items of forgings that are an integral part of the underframe construction. We figured that these parts would come complete and our proposition to you was so based. Naturally we would expect that the old underframe that you would furnish from a destroyed car would have the couplers and draft gear attachments as well as most of the air brake parts, all coming along with it.

We wrote you about the air brakes some time ago and that matter is straightened out but we will have to place our order for the draft springs, Farlow draft gear, and automatic couplers as well as some items of forgings such as brake mast supports, coupler carrier irons, hand brake lever fulcrums and sill straps, cupola brake mast supports, puch rods and jaws, king pins, truck and cylinder levers, brake pins, top rods, center rods and hand brake chain, none of which were furnished. We are making up an estimate on this material and just as soon as we know what it is going to cost we will write you or telegraph you giving you the added cost for furnishing this material.

We trust this will be satisfactory.

Yours truly,

(Sgd) R. K. Weber

Vice Pres.

COPY

MT. VERNON GAS MFG. CO.

Mt. Vernon, Ill.

April 15, 1920

Mr. G. W. Gunning, Traffic Mgr.
Utah Railway Co.
Salt Lake City, Utah.

Dear Sir:

Referring to the two cabooses ours we are to construct for you under your orders H-6886 and 5227, we have just received the trucks and understand that you shipped to us on Utah Railway flat car 101 and we find that the underframe comes to us without the couplers, without the draft gear, draft arrangements items of foreign that are an integral part of the underframe construction. We figured that these parts would come complete and our proposition to you was so based. Naturally we would expect that the old underframe that you would furnish from a destroyed car would have the couplers and draft gear attachments as well as most of the air brake parts, all coming along with it.

We wrote you about the air brakes some time ago and that matter is straightened out but we will have to place our order for the draft gear, buffer draft gear, and automatic couplers as well as some items of foreign such as brake beam supports, coupler carrier irons, hand brake lever fulcrums and sill steps, double brake beam supports, push rods and jaws, hinge pins, truck and cylinder levers, brake pins, top rods, center rods and hand brake chain, none of which were furnished. We are working up an estimate on this material and, as soon as we know what it is going to cost we will write you or telegraph you giving you the added cost for furnishing this material.

We trust this will be satisfactory.

Yours truly,

(Sgd) H. K. Weber

Vice Pres.

COPY

March 12th, 1920

File F-15746

Mt Vernon Car Mfg Co.,
Mt Vernon, Ill.

Dear Sirs:

We enclose herewith copy of Utah Railway Company Provo, Utah, bill of lading, dated March 10th, 1920, covering forwarding of one steel underframe complete and two peices of freight car trucks with wheels complete, weight 22,200 lbs. loaded on Utah Railway car 101, this shipment being consigned to the Mt Vernon Car Mfg. Co., Mt Vernon, Ill., and routed D. & R. G., Mo. Pac. care L. & N.

The steel under frame and trucks are for use in rebuilding caboose #52.

As soon as car reaches your plant at Mt Vernon, please have the under frame and trucks unloaded and retain Utah Railway car 101, converting same into a box car in line with U S Stores Company order HP-727 of November 3rd, 1919.

This shipment is billed freight charges collect and we will ask that you pay charges on arrival, billing the Utah Railway Company for same, sending them original paid freight bill to cover.

Yours very truly,

(Sgd) G. W. Cushing.

COPY

March 12th, 1920

File P-15746

Mt Vernon Car Mfg Co.,
Mt Vernon, Ill.

Dear Sirs:

We enclose herewith copy of Utah Railway Company Provo, Utah, bill of lading, dated March 10th, 1920, covering forwarding of one steel underframe complete and two pairs of freight car trucks with wheels complete, weight 22,200 lbs. loaded on Utah Railway car 101, this shipment being consigned to the Mt Vernon Car Mfg. Co., Mt Vernon, Ill., and routed D. & R. G., Mo. Pac. care L. & N.

The steel under frame and trucks are for use in rebuilding caboose 452.

As soon as car reaches your plant at Mt Vernon, please have the under frame and trucks unloaded and retain Utah Railway car 101, converting same into a box car in line with U S Stores Company order HS-727 of November 3rd, 1919.

This shipment is billed freight charges collect and we will ask that you pay charges on arrival, billing the Utah Railway Company for same, sending them original paid freight bill to cover.

Yours very truly,

(Sgd) C. W. Cushing.

COPY

March 10th
1 9 2 0

Mr. G. W. Cushing, Traffic Manager,
Utah Railway Company,
B u i l d i n g.

Mr. J. H. Horlick, Manager,
United States Stores Company,
B u i l d i n g.

Dear Sir:

Utah Railway car 101 containing the steel underframe and trucks for rebuilding caboose No. 52, is being forwarded from Provo today, consigned to the Mount Vernon Car Manufacturing Company, Mount Vernon, Illinois.

Bill of lading will be furnished to the Traffic Department as soon as received from our Provo office and Mr. Cushing will please arrange to trace this shipment through to Mount Vernon.

Also please notify the Mount Vernon Car Manufacturing Company that as soon as the steel underframe and trucks have been unloaded, that car 101 is to be retained and converted into a box car.

The freight charges for the steel underframe and trucks should be charged to the Utah Railway Company and we will assess the charges against theDenver and Rio Grande, together with the expense of rebuilding caboose No. 52.

Yours very truly,
(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

C O P Y

March 10th
1 9 2 0

Mr. G. W. Gunning, Traffic Manager,
Utah Railway Company,
B u i l d i n g.

Mr. J. H. Horlick, Manager,
United States Stores Company,
B u i l d i n g.

Dear Sir:

Utah Railway car 101 containing the steel under-frame and trucks for rebuilding caboose No. 52, is being forwarded from Provo today, consigned to the Mount Vernon Car Manufacturing Company, Mount Vernon, Illinois.

Bill of lading will be furnished to the Traffic Department as soon as received from our Provo office and Mr. Gunning will please arrange to trace this shipment through to Mount Vernon.

Also please notify the Mount Vernon Car Manufacturing Company that as soon as the steel underframe and trucks have been unloaded, that car 101 is to be retained and converted into a box car.

The freight charges for the steel underframe and trucks should be charged to the Utah Railway Company and we will assess the charges against theDenver and Rio Grande, together with the expense of rebuilding caboose No. 52.

Yours very truly,
(Signed) G. E. Anderson

Vice Pres. & General Manager.

A-M

February 13th,
1 9 2 0

MEMORANDUM

United States Stores Co:

Referring to your orders H-5556 and H-5557 for the rebuilding of caboose No. 52 and the purchase of an additional new caboose.

Please wire the Mt. Vernon Car Manufacturing Company that we prefer to use the K-1 triple valves and also that it will be necessary to purchase one complete set of air brake material for caboose No. 52, or two complete sets for the two cabooses, as the salvage air brake material from caboose No. 52 is not serviceable.

I understand that the Mt. Vernon Car Manufacturing Company ordered the style "H" triple valves from the New York Air Brake Company for the new caboose, but as above stated, we prefer the K-1 triple valves.

G. S. Anderson

A-M

| Trains Arriving | | Arrived | Train Crew Tied Up | Engine Crew Tied Up | |
|---|---|---|---|---|---|
| G E Anderson | uRWD | | Provo | 11th | |

Hwa.

Mr. O'Leary new York brake Co at Provo advises only one set air brake equipment ordered for our two cabooses by mount Vernon car Co suggest we have them order two complete sets of air brakes equipment and stipulate K-1 instead of D-1 tripple valves Mr. O'Leary will change order if you so advise. If you desire change notify Mount Vernon accordingly. D-8-43.

J E S

NOTE:—This form shall also be used in reporting time worked by switch crews.

Date _____ 19__

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

161
40
= 201 =

104

January 24th
1 9 2 0

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

For your information have purchased an additional caboose to be numbered 56. This car is to be built under the same specifications as were cabooses Nos. 51, 52 and 53.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

ASSOCIATED COMPANIES

UNITED STATES SMELTING, REFINING AND MINING CO.
MIDVALE, BINGHAM, TOPLIFF, EUREKA, UTAH
KENNETT, CALIF., GOLDROADS, ARIZ., BAXTER SPRINGS & TREECE, KAN., CHECOTAH, OKLA.
UNITED STATES SMELTING, REFINING AND MINING EXPLORATION CO.
UNITED STATES FUEL CO.
HIAWATHA, MOHRLAND AND PANTHER, UTAH
UNITED STATES METALS REFINING COMPANY
GRASSELLI, IND.
UTAH RAILWAY COMPANY
PROVO, UTAH
COMPANIA DE REAL DEL MONTE Y PACHUCA
PACHUCA, HIDALGO, MEXICO.
THE SUNNYSIDE MINING AND MILLING CO.
EUREKA, COLO
HANOVER BESSEMER IRON AND COPPER CO.
FIERRO, NEW MEXICO.
CARBON EMERY STORES CO.
HIAWATHA, BLACK HAWK AND PANTHER, UTAH
MOHRLAND MERCANTILE COMPANY
MOHRLAND, UTAH

Form C. O. 173 5M 12-18-19 C O P Y

ORDER NO. H-5556

REQ. NO. GSA

# ORDER FOR MATERIAL

## UNITED STATES STORES COMPANY

PRINCIPAL OFFICE, SALT LAKE CITY, UTAH

ADDRESS REPLY TO GEORGE KING, PURCHASING AGENT, 1011 NEWHOUSE BLDG.

LOCATION OF STORES
BAXTER SPRINGS, KAN.
BINGHAM, UTAH
EUREKA, COLO.
EUREKA, UTAH
FIERRO, NEW MEX.
GOLDROADS, ARIZ.
HIAWATHA, UTAH
KENNETT, CALIF.
MIDVALE, UTAH
MOHRLAND, UTAH
PANTHER, UTAH
PACHUCA, MEX.
TOPLIFF, UTAH
TREECE, KAN.

*Salt Lake City, Utah* Jan. 22, 1920

Mount Vernon Car Mfg. Co.,
Mount Vernon, Ill.

*Please ship to* ~~UNITED STATES STORES CO. at~~ Utah Railway Co. Provo, Utah.

*Ship via*

*Terms* *F. O. B.* *For* C O P Y

1 - Caboose to be built in accordance with specifications for caboose No. 52 as furnished on our order H-3072 of 1912

Price $3500.00

To be shipped in 90 days from receipt of order

To be No. 56

C O P Y

THIS ORDER IS ACCEPTED BY YOU WITH THE UNDERSTANDING THAT THE INSTRUCTIONS AS NOTED ON REVERSE SIDE OF THIS ORDER WILL BE COMPLIED WITH.

UNITED STATES STORES COMPANY,

By J. H. Horlick

## INSTRUCTIONS TO BE COMPLIED WITH

1st—Enter the number of this order on all shipments of material and invoices. Mail four copies of invoice to United States Stores Co., 1011 Newhouse Bldg., Salt Lake City, Utah, same day goods are shipped.

2nd—Please acknowledge receipt of this order, and advise definitely when shipment will be made.

3rd—Any freight or drayage charges paid by you for our account must be billed on separate invoice from material, and expense bills accompany invoice.

4th—Invoice must give definite terms, otherwise we will discount.

5th—

ASSOCIATED COMPANIES

UNITED STATES SMELTING, REFINING AND MINING CO.
MIDVALE, BINGHAM, TOPLIFF, EUREKA, UTAH
KENNETT, CALIF., GOLDROADS, ARIZ., BAXTER SPRINGS & TREECE, KAN., CHECOTAH, OKLA.
UNITED STATES SMELTING, REFINING AND MINING EXPLORATION CO.
UNITED STATES FUEL CO.
HIAWATHA, MOHRLAND AND PANTHER, UTAH
UNITED STATES METALS REFINING COMPANY
GRASSELLI, IND.
UTAH RAILWAY COMPANY
PROVO, UTAH
COMPANIA DE REAL DEL MONTE Y PACHUCA
PACHUCA, HIDALGO, MEXICO.
THE SUNNYSIDE MINING AND MILLING CO.
EUREKA, COLO.
HANOVER BESSEMER IRON AND COPPER CO.
FIERRO, NEW MEXICO.
CARBON EMERY STORES CO.
HIAWATHA, BLACK HAWK AND PANTHER, UTAH
MOHRLAND MERCANTILE COMPANY
MOHRLAND, UTAH

Form C. O. 173 5M 12-18-19 C O P Y

ORDER NO. H-5557

REQ. NO. GSA

# ORDER FOR MATERIAL

## UNITED STATES STORES COMPANY

PRINCIPAL OFFICE, SALT LAKE CITY, UTAH

ADDRESS REPLY TO GEORGE KING, PURCHASING AGENT, 1011 NEWHOUSE BLDG.

LOCATION OF STORES
BAXTER SPRINGS, KAN.
BINGHAM, UTAH
EUREKA, COLO.
EUREKA, UTAH
FIERRO, NEW MEX.
GOLDROADS, ARIZ.
HIAWATHA, UTAH
KENNETT, CALIF.
MIDVALE, UTAH
MOHRLAND, UTAH
PANTHER, UTAH
PACHUCA, MEX.
TOPLIFF, UTAH
TREECE, KAN.

*Salt Lake City, Utah* Jan. 22, 1920

Mount Vernon Car Mfg. Co.,
Mount Vernon, Ill.

*Please ship to* ~~UNITED STATES STORES CO. at~~ Utah Railway Co. Provo, Utah

*Ship via* Freight

*Terms* *F. O. B.* Mt. Vernon, Ill. *For* C O P Y

1 - Caboose to be built in accordance with specification for caboose No. 52 as furnished on our order No. H-3072 of 1912. - To be No. 52.

Price $ 3500.00

Less allowance for trucks and steel underframe to be furnished by us $800.00

See telegram of Jany. 17th

Shipment to be made within 90 days from receipt of trucks and frame at your works

C O P Y

THIS ORDER IS ACCEPTED BY YOU WITH THE UNDERSTANDING THAT THE INSTRUCTIONS AS NOTED ON REVERSE SIDE OF THIS ORDER WILL BE COMPLIED WITH.

UNITED STATES STORES COMPANY,

By J. H. Horlick

## INSTRUCTIONS TO BE COMPLIED WITH

1st—Enter the number of this order on all shipments of material and invoices. Mail four copies of invoice to United States Stores Co., 1011 Newhouse Bldg., Salt Lake City, Utah, same day goods are shipped.

2nd—Please acknowledge receipt of this order, and advise definitely when shipment will be made.

3rd—Any freight or drayage charges paid by you for our account must be billed on separate invoice from material, and expense bills accompany invoice.

4th—Invoice must give definite terms, otherwise we will discount.

5th—

January 22nd
1 9 2 0

United States Stores Company,
B u i l d i n g.

Gentlemen:

Supplementing my letter of the 19th instant, in which I authorized you to arrange wi th the Mt. Vernon Car Manufacturing Company to rebuild caboose No. 52.

Please arrange to purchase one additional caboose to be of the same construction throughout as Cabooses Nos. 51, 52 and 53, covered by your order H-3072, year 1912. This car to be numbered 56. My understanding is that the cost of this additional caboose will be $3500 f.o.b. Mt. Vernon, and that delivery is to be made within ninety days.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

# UTAH RAILWAY COMPANY

NO. 43 Eq.

## AUTHORITY FOR EXPENDITURE

State Utah
Val. Sec. --
D. C. E. Ref.

Authority for an expenditure of $ 3,605.00 is requested for equipment

on the property owned by Utah Railway Company. and

now operated by Utah Railway Company

March 8th, 1920 .....
(NAME AND TITLE)

Location of project:

Description of project:

Purchase of one standard gauge caboose car #56

Reasons for Recommending this expenditure:

Increased freight traffic.

SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Estimated gross cost of project | | $3,605.00 |
| Cost chargable to operating expenses for property retired | $ | |
| Value of salvage recovered | | |
| Cost of property retired | $ | |
| Incidental costs chargable to operating expenses | | |
| To other accounts | | |
| Net charge to property investment account | | $3,605.00 |

Participants and their share of cost

None

Recommended ..... Recommended .....

Expenditure approved and authorized for purpose stated
19

Recorded and Registered

..... VICE PRESIDENT ..... AUDITOR

# UTAH RAILWAY COMPANY

NO. 45 Eq.

State Utah
Val. Sec. ---
D. C. E. Rel.

## AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 5,505.00 is requested for equipment

on the property owned by Utah Railway Company. and

now operated by Utah Railway Company.

March 6th, 1920

(NAME AND TITLE)

Location of project:

Description of project:

Purchase of one standard gauge caboose car #86

Reasons for Recommending this expenditure:

Increased freight traffic.

### SUMMARY OF ESTIMATE

| | | |
|---|---|---|
| Estimated gross cost of project | | $5,505.00 |
| Cost chargable to operating expenses for property retired | $ | |
| Value of salvage recovered | | |
| Cost of property retired | $ | |
| Incidental costs chargable to operating expenses | | |
| To other accounts | | |
| Net charge to property investment account | | $5,505.00 |
| Participants and their share of cost | | |

None

Recommended ..... Recommended .....

Expenditure approved and authorized for purpose stated

19 Recorded and Registered

..... .....

AUDITOR VICE-PRESIDENT

# UTAH RAILWAY COMPANY

NO. 43 Eq.

## DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of Auditor

Date March 8th, 1920.

Location and description of project:

Purchase of one standard guage caboose car No. 56.

DETAILED ESTIMATE OF LABOR AND MATERIAL

1 Standard gauge caboose, per bid of

| | |
|---|---|
| Mount Vernon Car Manufacturing Company | $3,500.00 |
| Freight | 105.00 |
| | $3,605.00 |

Estimated by ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

# UTAH RAILWAY COMPANY

NO. 45 Rev.

Sheet No. 1 of 1 Sheets
Reference
Reference

## DETAILED ESTIMATE

Office of Auditor

Date March 4th, 1920.

Location and description of project:

Purchase of one standard gauge caboose car No. 56.

### DETAILED ESTIMATE OF LABOR AND MATERIAL

1 Standard gauge caboose, per bid of

Mount Vernon Car Manufacturing Company $8,500.00

Freight 108.00

$8,608.00

Estimated by ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

Approved ..... (Name) ..... (Title)

# UTAH RAILWAY COMPANY

SALT LAKE CITY, UTAH

January 21st
1 9 2 0

RECEIVED JAN 22 1920

G. Anderson
O.K.
Geo. W. Heintz
JAN 21 1920

Mr. Geo. W. Heintz, President,
Utah Railway Company,
B u i l d i n g.

Dear Sir:

Referring to your letter of the 15th instant, authorizing the purchase of two new cabooses at $3200 each, one of which is to be charged to replacement and the expense, less depreciation and salvage, be assessed against the Denver and Rio Grande.

Mr. Horlick had a bid of $3200 from the Mt. Vernon Car Manufacturing Company, but an examination of the specifications indicates that such cabooses would not be suitable for our requirements. We made a proposition to the Mt. Vernon people that they rebuild caboose No. 52, we to furnish the trucks and steel underframe, which were salvaged from the fire and they have agreed to do this for $2700. I have authorized Mr. Horlick to close the deal for one caboose on this basis, the net cost to be charged to the Denver and Rio Grande.

The Mt. Vernon people want $3500 to construct a second caboose like car 52 and I see no other alternative than to accept their bid, as we need an additional car and it is worth $300 more than the car which they proposed to furnish for $3200. I do not know of any second hand steel underframe caboose for sale by other roads. It is essential that we have a good steel underframe substantial car which will stand the stress of heavy trains.

Will you please authorize the additional $300 ?

Yours very truly,

G. Anderson

Vice Pres. & General Manager.

A

January 21st
1 9 2 0

Mr. Geo. W. Heintz, President,
Utah Railway Company,
B u i l d i n g.

Dear Sir:

Referring to your letter of the 15th instant, authorizing the purchase of two new cabooses at $3200 each, one of which is to be charged to replacement and the expense, less depreciation and salvage, be assessed against the Denver and Rio Grande.

Mr. Horlick had a bid of $3200 from the Mt. Vernon Car Manufacturing Company, but an examination of the specifications indicates that such cabooses would not be suitable for our requirements. We made a proposition to the Mt. Vernon people that they rebuild caboose No. 52, we to furnish the trucks and steel underframe, which were salvaged from the fire and they have agreed to do this for $2700. I have authorized Mr. Horlick to close the deal for one caboose on this basis, the net cost to be charged to the Denver and Rio Grande.

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Will you please authorize the additional $300 ?

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A_
M

# UTAH RAILWAY COMPANY

OPERATING DEPARTMENT

PROVO, UTAH

J. E. STEVENSON.
SUPERINTENDENT AND MASTER MECHANIC

RECEIVED FEB 23 1920

BE SAFE ALWAYS UTAH U.C.R.

February 21st

19 20

Mr. G. S. Anderson,
Vice Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

The underframe of caboose 52 will be pushed to completion at earliest possible date without working overtime and should be completed not later than Monday night of the ensuing week. However, we have run up against several unforseen obstacles in straightening the frame. As you understand we are heating this with a blow torch and while taking out one buckle, have produced another. At the present time, all the short kinks of any consequence are taken out of the channel.

Respectfully,

Superintendent.

JES*PC

D

# UTAH RAILWAY COMPANY

OPERATING DEPARTMENT

PROVO, UTAH

J. E. STEVENSON
SUPERINTENDENT AND MASTER MECHANIC

February 21st

1920

Mr. G. E. Anderson,
Vice Pres. & Gen. Mgr.,
Ut. R. Railway Company,
Salt Lake City, Utah.

Dear Sir:

The underframe of caboose 52 will be pushed to completion at earliest possible date without working overtime and should be completed not later than Monday night of the ensuing week. However, we have run up against several unforeseen obstacles in straightening the frame. As you understand we are heating this with a low torch and while taking out one buckle, have produced another. At the present time, all the short kinks of any consequence are taken out of the channel.

Respectfully,

Supt. Superintendent.

February 18th
1 9 2 0

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

Referring to my letter of January 19th, instructing that the steel underframe and trucks of caboose No. 52 be repaired and shipped to the Mount Vernon Car Manufacturing Company.

A month has elapsed and this shipment has not yet been made and we are fearful that unless it is made at an early date, that the Mount Vernon Car Manufacturing Company will cancel its previous bid and make a higher one.

Also, we will not get this caboose for the early fall business unless prompt shipment is made of the steel underframe and trucks. Cannot the matter of repairs to the underframe and trucks be given preference and early shipment made on Utah Railway car 101, which I understand is now ready. In this connection, you should way-bill the steel underframe and trucks and not car 101, this office to be given prompt advice of shipment so that we may instruct the Mount Vernon Car Manufacturing Company to hold car 101 to be converted into a box car after the material for rebuilding caboose No. 52 has been unloaded.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

January 19th
1 9 2 0

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

The Mount Vernon Car Manufacturing Company will allow $800 for furnishing the trucks and steel underframe in good condition f.o.b. Mt. Vernon and rebuild caboose No. 52. This will reduce the cost from $3500 to $2700.

Arrange at once to place the trucks and steel underframe in the best possible condition. We are tracing a 100 series car on the Colorado and Southern and hope to get it to Provo within a few days for shipment to Mt. Vernon and will load the trucks and steel underframe on this car.

Am still negotiating for the purchase of a second caboose but have not yet reached a conclusion.

Yours very truly,

(Signed) C. S. Anderson

Vice Pres. & General Manager.

A-M

January 19th
1 9 2 0

United States Stores Company,
B u i l d i n g.

Gentlemen:

Re enclosed papers. Have decided that caboose covered by Specification No. 3728 would not be satisfactory for our use.

If an allowance of $800 will be made for furnishing the trucks and steel underframe for a caboose to be built under the Specification for Caboose No. 52, (your order H-3072, year 1912) we will undertake to furnish the trucks and steel underframe and pay $2700 additional f.o.b. Mt. Vernon. You may close the deal for one caboose on that basis.

Also please make inquiry by night letter for a price for one caboose to be a duplicate of Utah Railway cabooses Nos. 54 and 55, which were included in an order for thirty three cabooses placed with the Mt. Vernon Car Manufacturing Company by the Union Pacific, January 17th, 1917 and shipped during February, 1918. We paid the Union Pacific $3001.18 each for these two cabooses f.o.b. Mt. Vernon.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

Depreciation accrued on [illegible] $52 from July 1913 to Nov. 1919 inclusive

$ ~~309.36~~ 382.81

NY

y 22nd, 1920

e 150

RECEIVED
JAN 24 1920

of January 16th,

els from Mount

om Mount Vernon

ovo, war tax $3.06

car. This confirms

on January 16th.

truly,

Wlenton

1/24/2

# UTAH RAILWAY COMPANY

TRAFFIC DEPARTMENT

SALT LAKE CITY, UTAH

G. W. CUSHING.
TRAFFIC MANAGER

January 22nd, 1920

file 150

RECEIVED
JAN 24 1920

Mr. G. S. Anderson, Aud.
Utah Railway Company
Building

Dear Sir:-

Referring to your letter of January 16th, requesting rate on cabooses on own wheels from Mount Vernon, Ill. to Provo, Utah.

The charges are $7.86 from Mount Vernon to St Louis and $94.00 St Louis to Provo, war tax $3.06 making a total charge of $104.92 per car. This confirms my telephone advice to your Mr. Green on January 16th.

Yours very truly,

hec-mf

Dea
1/24/20

UTAH RAILWAY COMPANY

TRAFFIC DEPARTMENT

SALT LAKE CITY, UTAH

G. W. CUMMINS
TRAFFIC MANAGER

January 22nd, 1920

File 160

JAN 23 1920

Mr. G. L. Anderson, Asst.
Utah Railway Company
Building

Dear Sir:-

Referring to your letter of January 16th, requesting rate on carloads of oil wheels from Mount Vernon, Ill. to Provo, Utah.

The charges are $7.85 from Mount Vernon to St Louis and $24.00 St Louis to Provo, war tax $2.05 making a total charge of $104.90 per car. This confirms my telephone advice to your Mr. Green on January 16th.

Yours very truly,

Sec-wr

January 16th
1 9 2 0

Mr. G. W. Cushing, Traffic Manager,
Utah Railway Company,
B u i l d i n g.

Dear Sir:

Please advise the freight rate and total freight charges, including war tax, on two cabooses, estimated to weigh 20,000 lbs. each, moving on own wheels from Mt. Vernon, Illinois to Provo, Utah.

Yours very truly,

(Signed) G. S. Anderson
Vice Pres. & General Manager.

A-M

# Utah Railway Company

**Salt Lake City, Utah** Jan. 15, 1920.

Mr. G. S. Anderson,
Vice President & General Manager,
Utah Railway Company,
Building.

Dear Sir:-

In answer to yours of the 13th beg to advise that you are authorized to buy two new cabooses at price mentioned if the Las Vegas & Tonopah, Colorado Midland, or other abandoned properties have not suitable equipment that could be quickly obtained.

One of the new cabooses is a replacement and the other would, I assume, be charged to Capital Account.

Yours truly,

Evans Wentz

# Utah Railway Company

Salt Lake City, Utah Jan. 16, 1920.

Mr. G. S. Anderson,
Vice President & General Manager,
Utah Railway Company,
Building.

Dear Sir:-

In answer to yours of the 15th beg to advise that you are authorized to buy two new cabooses at price mentioned if the Las Vegas & Tonopah, Colorado & Idaho, or other abandoned properties have not suitable equipment that could be quickly obtained.

One of the new cabooses is a replacement and the other would, I assume, be charged to Capital Account.

Yours truly,

January 14th
1 9 2 0

Mr. Geo. W. Heintz, President,
Utah Railway Company,
B u i l d i n g.

Dear Sir:

Authority is requested for the purchase of two new cabooses, estimated to cost $3200 each f.o.b. Mt. Vernon, Illinois.

One of these cabooses is to replace caboose No. 52, which was recently destroyed in an accident. The Denver and Rio Grande will pay us approximately $2500, leaving a net cash expenditure of $700 for a new caboose. I had hoped to obtain a Denver and Rio Grande caboose in exchange for caboose No. 52, but that Company is unable to release one; therefore, will exact payment on the basis of $3200, less deprediation and salvage.

An additional caboose is required to substitute for either of the five main line cabooses when held for repairs or damaged by accidents. The new caboose to replace car No. 52 would ordinarily be the relief or substitute car, but that car will go into regular service with the additional new locomotive or locomotives, or with any locomotive leased from another Company. All of our cabooses are now in daily service and should one be damaged, a train crew would have to be laid off until a caboose could be obtained from some other Company.

In reality, the total additional net expenditure involved is for one caboose, as the depreciation of car No. 52 has been charged to operating expenses with no outgo of cash.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

January 13th
1 9 2 0

Mr. J. H. Horlick, Manager,
United States Stores Company,
B u i l d i n g.

Dear Sir:

Under date of December 17th I wrote to you as follows:

"Please be referred to your order H-3072 covering three 8 wheel cabooses (Nos. 51 52 and 53) built by the Mount Vernon Car Manufacturing Company during June, 1913.
We may require one or two additional cabooses during 1920.
Please ascertain what would be the price per car to duplicate this shipment."

Am anxious to obtain this particular information at the earliest possible date.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

December 18th
1 9 1 9

United States Stores C ompany,
B u i l d i n g.

Gentlemen:

Supplementing my letter of yesterday, requesting that you obtain a quotation from the Mount Vernon Car Manufacturing Company for a caboose for the Utah Railway Company.

Please also obtain the cost price for which they would convert one of our flat cars (the same as are now being converted into box cars) into a caboose of the same type as cabooses Nos. 51, 52 and 53.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

December 17th
1 9 1 9

United States Stores Company,
B u i l d i n g.

Gentlemen:

Please be referred to your order H-3072 covering three 8 wheel cabooses (Nos. 51, 52 and 53) built by the Mount Vernon Car Manufacturing Company during June, 1913. We may require one or two additional cabooses during 1920.

Please ascertain what would be the price per car to duplicate this equipment.

Yours very truly,

(Signed) G. S. Anderson

Vice Pres. & General Manager.

A-M

January 13th

1 9 1 9

Mr. C. E. Fuller, Superintendent,
Motive Power and Machinery,
Union Pacific Railroad,
Omaha, Nebr.

Dear Sir:

This will serve to acknowledge the receipt of and thank you for your letter of the 9th instant, in which you advise that you are sending under separate cover, one complete set of blue prints of drawings, specifications, etc., for the two cabooses which were built by the Mount Vernon Car Company for the Utah Railway Company.

Yours very truly,

(Signed) O. S. Andersen

A-M

No. 16

STANDARD
8-18-10000

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, Director General of Railroads
UNION PACIFIC RAILROAD

# UNION PACIFIC SYSTEM

C. E. FULLER,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
UNION PACIFIC RAILROAD COMPANY

OMAHA, NEB. January 9, 1919

SUBJECT: Request for Specifications, Prints and Schedules - Caboose Cars.

UTAH RAILWAY COMPANY,
RECEIVED
JAN 13 1919

Mr. G. S. Anderson, V.P. & G.M.,

Utah Railway Company,

Salt Lake City, Utah.

Dear Sir:-

As requested in your letter of December 24th, 1918, to Mr. E. E. Calvin, we are sending you, under separate cover, one complete set of blueprints of drawings for caboose cars as built for your Company by the Mount Vernon Car Company, together with one copy each of the following:

Specification No. 59-B for Caboose Cars
Specification for Material for Freight Cars
Schedules for Common Standard Freight Cars

Yours truly,

C E Fuller

7
cc Mr. W.M.Jeffers

STANDARD
5-15-10000

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, Director General of Railroads
UNION PACIFIC SYSTEM

C. E. FULLER,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
UNION PACIFIC RAILROAD COMPANY

OMAHA, NEB. January 9, 1919

SUBJECT: Request for Specifications, Prints and Schedules - Caboose Cars.

Mr. G. S. Anderson, V.P. & G.M.,

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Salt Lake City, Utah.

Dear Sir:-

As requested in your letter of December 24th, 1918, to Mr. E. E. Calvin, we are sending you, under separate cover, one complete set of blueprints of drawings for caboose cars as built for your Company by the Mount Vernon Car Company, together with one copy each of the following:

Specification No. 59-B for Caboose Cars
Specification for Material for Freight Cars
Schedules for Common Standard Freight Cars

Yours truly,

C. E. Fuller

cc Mr. W.M.Jeffers

January 13th

1 9 1 9

Mr. W. A. Harriman, Vice President,
Union Pacific Equipment Association,
New York City, N.Y.

Dear Sir:

I thank you for your letter of December 27th, file 5570-A, containing information as to the total cost of Two Eight-Wheel cabooses which were ordered by your Company for the Utah Railway Company from the Mount Vernon Car Manufacturing Company.

Yours very truly,

(Signed) G. E. Anderson

A-M

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

165 BROADWAY, NEW YORK

W. A. HARRIMAN
VICE-PRESIDENT
SIDNEY WILLIAMS
ASS'T TO VICE-PRESIDENT
W. A. RANSOM
ASS'T TO VICE-PRESIDENT

IN REPLY REFER TO
No. 5570-A

December 27, 1918.

Utah Railway Company
Mr. G. S. Anderson, Vice President
Salt Lake City, Utah.

Gentlemen:-

Referring to Order 5570-A covering Two Eight-Wheel Caboose Cars ordered for the Utah Railway Company from the Mt.Vernon Car Mfg. Company:

We detail below summary of actual cost of these cars:

| | Per Car |
|---|---|
| Builder's price, F.O.B.Mt.Vernon, Ill. | $2,000.00 |
| Cost of Specialties - - - - - - - - - - | 982.42 |
| Total - - - - - - - - - - - | $2,982.42 |
| Cost of Inspection as reported by Consulting Engineer | 18.76 |
| Total cost per car, F.O.B.Mt.Vernon, Ill., Including Inspection - - | $3,001.18 |

Yours truly,

W. A. Harriman

SAH

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

165 BROADWAY, NEW YORK

W. A. HARRIMAN
VICE-PRESIDENT
SIDNEY WILLIAMS
ASS'T TO VICE-PRESIDENT
W. A. RANSOM
ASS'T TO VICE-PRESIDENT

IN REPLY REFER TO
No. 5570-A

December 27, 1918.

Utah Railway Company
Mr. G. S. Anderson, Vice President
Salt Lake City, Utah.

Gentlemen:-

Referring to Order 5570-A covering Two Eight-Wheel Caboose Cars ordered for the Utah Railway Company from the Mt.Vernon Car Mfg. Company:

We detail below summary of actual cost of these cars:

| | Per Car |
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| Cost of Specialties - - - - - - - - - | 982.42 |
| Total - - - - - - - - - - | $2,982.42 |
| Cost of Inspection as reported by Consulting Engineer | 18.76 |
| Total cost per car, F.O.B.Mt.Vernon, Ill., Including Inspection - - | $3,001.18 |

Yours truly,

W. A. Ransom

SAH

No. 16

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

RECEIVED DEC 30 1918

UNION PACIFIC RAILROAD
OREGON SHORT LINE RAILROAD
LOS ANGELES & SALT LAKE RAILROAD
ST. JOSEPH & GRAND ISLAND RAILROAD

E. E. CALVIN,
FEDERAL MANAGER

1416 DODGE STREET
OMAHA, NEB.

December 27, 1918.

Mr. G. S. Anderson,

Vice-President and General Manager,
Utah Railway Company,

Salt Lake City, Utah.

Dear Sir:-

This will acknowledge receipt of your letter December 24th, with reference to cabooses ordered by us for your Company from the Mount Vernon Manufacturing Company.

As requested by you I have arranged for Mr. Fuller to forward you direct the copies of specifications, drawings and schedules for the two cabooses furnished to your Company.

Yours truly,

Calvin

DEC 30 1918
RECEIVED

E. E. CALVIN,
FEDERAL MANAGER.

1415 DODGE STREET
OMAHA, NEB.

December 27, 1918.

Mr. G. S. Anderson,

Vice-President and General Manager,
Utah Railway Company,

Salt Lake City, Utah.

Dear Sir:-

This will acknowledge receipt of your letter December 24th, with reference to cabooses ordered by us for your Company from the Mount Vernon Manufacturing Company.

As requested by you I have arranged for Mr. Miller to forward you direct the copies of specifications, drawings and schedules for the two cabooses furnished to your Company.

Yours truly,

December 24th

1 9 1 8

Mr. E. E. Calvin, Federal Manager,
Union Pacific Railroad,
Omaha, Nebr.

Dear Sir:

On January 17th, 1917, your Company ordered 33 cabooses from the Mount Vernon Car Manufacturing Company, of which 25 were for your Company, 6 for the St. Joseph and Grand Island and 2 for the Utah Railway Company.

If consistent, I would appreciate your directing your Superintendent Motive Power, Mr. C. E. Fuller, to furnish me with copies of the specifications, drawings and schedules for the 2 cabooses furnished to our Company, and which I assume were duplicates of those obtained by your Company.

Yours very truly,

(Signed) G. S. Anderson

A-M

UNION PACIFIC EQUIPMENT ASSOCIATION

165 BROADWAY, NEW YORK

W. A. HARRIMAN
VICE-PRESIDENT

IN REPLY REFER TO
No. 5570

December 18, 1918.

UTAH RAILWAY COMPANY,
RECEIVED
DEC 23 1918

Utah Railway Company
Mr. G. S. Anderson, Vice President,
Salt Lake City, Utah.

Gentlemen:-

We are in receipt of your letter of December 12th and note your request for Specifications.

These Caboose Cars were built in accordance with Common Standard Specifications and Drawings and if your company has not copies on file, I would suggest that you take the matter up with Mr. E. E. Calvin and ask him to have Mr. C. E. Fuller, Sup't. Motive Power, furnish you with copies of the Specifications, Drawings, and Schedules which he has on file, and which will give you all the information.

The Mount Vernon Car Mfg. Company have no copies other than those furnished for use in connection with the building of the cars.

Yours truly,

W. A. Harriman

SW/A

December 12th

1 9 1 8

Mr. W. A. Harriman, Vice President,
Union Pacific Equipment Association,
New York City, N.Y.

Dear Sir:

I thank you for your letter of the 5th instant, file 5570, in regard to cabooses Nos. 54 and 55, purchased by you for the Utah Railway Company on your order No. 5570, having been incorrectly stenciled - "Union Pacific Equipment Association, Owner."

We had this stenciling obliterated at the time we paid your Company for the cabooses.

In this connection, will you not kindly send me, or request the Mount Vernon Manufacturing Company to do so, two copies of the specification and drawing for these cabooses.

Yours very truly,

(Signed) G. S. Anderson

A-M

UNION PACIFIC EQUIPMENT ASSOCIATION

165 BROADWAY, NEW YORK

W. A. HARRIMAN
VICE-PRESIDENT

IN REPLY REFER TO
No. 5570

December 5, 1918.

Utah Railway Company
Mr. G. S. Anderson, V.P. & G.M.,
Salt Lake City, Utah.

Gentlemen:-

On April 15th, our Consulting Engineer advised us that the Two Caboose Cars for the Utah Railway Company covered by our Order 5570 were incorrectly stenciled

"Union Pacific Equipment Association,
Owner"

due to an error by the car builders and the fact that Hunt & Company overlooked instructions regarding this.

We presume of course that you will wish to have this stenciling obliterated. We regret that this information from the Consulting Engineer was filed without advising you promptly in regard to the matter.

Yours truly,

W. A. Harriman

SW/A

No. 16

# UTAH RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

ACCOUNTING Dept. June 30th 19 16.

*Authority is asked for the expenditure of $* 6,316.64

*for* Two standard guage caboose cars Nos. 54 and 55

*as per the following estimates:*

| | | |
|---|---|---|
| For two standard guage cabooses. | 6,316 64 | |
| Salt Lake City, Ut. June 14, 1916 | | 6,316 64 |

*Reasons why the above expenditure is recommended*
To provide cabooses for train crews and release cabooses leased from other railroad Companies.

*Charge:*
Investment in Equipment $6,316.64

*Distribution O. K.:*
(Signed) G. S. Anderson
AUDITOR

*Correct:*
CHIEF ENGINEER

*Recommended:* (Signed) I. H. LUKE
Vice-Pres.
GENERAL MANAGER

*Approved:*
G.W. Heintz. President.

No. 13

# UTAH RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

ACCOUNTING Dept. June 30th 19 16.

Authority is asked for the expenditure of $ 6,316.64

for Two standard gauge caboose cars Nos. 54 and 55

as per the following estimate:

| | | |
|---|---|---|
| For two standard gauge cabooses. | 6,316 64 | 6,316 64 |

Reasons why the above expenditure is recommended
To provide cabooses for train crews and release cabooses loaned from other railroad Companies.

Charge:
Investment in Equipment $6,316.64

Distribution O. K.:
(Signed) G. S. Anderson
AUDITOR

Correct:
CHIEF ENGINEER

Recommended: I. H. LUKE
(Signed)
Vice-Pres.
GENERAL MANAGER

Approved:
C.W. Holmes
President.

Form 1207

| CLASS OF SERVICE DESIRED | |
|---|---|
| Fast Day Message | |
| Day Letter | |
| Night Message | X |
| Night Letter | |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| Receiver's No. |
|---|
| Check |
| Time Filed |

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Ut. June 14, 1916 191

To Caddo River Lumber Co.

Street and No. Rosboro, Arkansas.

Place

Your wire thirteenth Our requirements for cabooses has been filled

Utah Railway Co.

Propay & Charge
Utah Railway Co.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

## ALL TELEGRAMS TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a telegram should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated telegram rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED TELEGRAM AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the telegram and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure telegrams.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this telegram, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this telegram is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Telegrams will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning telegrams until the same are accepted at one of its transmitting offices; and if a telegram is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

**THE WESTERN UNION TELEGRAPH COMPANY**
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

## CLASSES OF SERVICE

### FAST DAY MESSAGES

A full-rate expedited service.

### NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

### DAY LETTERS

A deferred day service at rates lower than the standard day message rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

*No employee of the Company is authorized to vary the foregoing.*

### NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

*No employee of the Company is authorized to vary the foregoing.*

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Messa[illegible] | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 147 MAIN ST., TRIBUNE BUILDING, SALT LAKE CITY, UTAH.

1918 JUN 13 PM 2 51

A499D 22 BLUE

ROSBORO ARK 11A 13

1016

I S LUKE

GEN MGR 1015 NEWHOUSE BLDG SALTLAKE CITY UTAH

ARE YOU IN THE MARKET FOR STANDARD CABOOSE IN NEW CONDITION AMERICAN CAR AND FOUNDRY CO MAKE IF SO PLEASE WIRE ANS

CADDO RIVER LBR CO.

Vice Pres. & Gen'l Mgr.

g and agreement that the Company does not undertake that a Day

*No employee of the Company is authorized to vary the foregoing.*

Reasons why the above expenditure is recommended
To provide cabooses for train crews and release cabooses leased from other railroad Companies.

Charge:
Investment in Equipment $6,316.64

Distribution O. K.:
(Signed) G. S. Anderson
AUDITOR

Correct:
CHIEF ENGINEER

Recommended: I. H. LUKE
(SIGNED)
GENERAL MANAGER
Vice-Pres.

Approved:
G.W. Holmes
President.

Memo

Provo Ut., April 23rd, 1918.

Mr. I. H. Luke,
Vice Pres. & Gen. Mgr.,
Salt Lake City, Utah.

Dear Sir:

In reply to yours of the 16th, please be informed that the "Union Pacific Equipment Association Owners", stencilling on cabooses 54 and 55 has been obliterated.

Respectfully,

Supt.

RECEIVED
APR 24 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

[illegible] owner painted out. These cabooses are now the sole property of this company.

Yours truly,

Vice Pres. & Gen'l Mgr.

g and agreement that the Company does not undertake that a Day

*No employee of the Company is authorized to vary the foregoing.*

, April 16, 1918.

Mr. J. E. Stevenson, Supt.,
Utah Railway Co.,
Provo, Utah.

Dear Sir:

We are now paying invoices for the new cabooses (54 & 55 ) which we purchased through the Union Pacific Equipment Association and you will please arrange to have the stenciling on these cabooses reading "Union Pacific Equipment Association Owner" painted out. These cabooses are now the sole property of this company.

Yours truly,

Vice Pres. & Gen'l Mgr.

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

165 BROADWAY, NEW YORK

President's Office
RECEIVED
MAR 25 1918
Salt Lake City

W. A. HARRIMAN
VICE-PRESIDENT
SIDNEY WILLIAMS
ASS'T TO VICE-PRESIDENT
W. A. RANSOM
ASS'T TO VICE-PRESIDENT

IN REPLY REFER TO
No. 5570

Mr Lutz
RJR
3/25/18

March 21, 1918.

Photographs of Caboose Cars

Mr. E. E. Calvin, President,
Union Pacific Railroad Co.,
Omaha, Neb.

Mr. Ernest Stenger,
St. Joseph & Grand Island Railway Co.,
St. Joseph, Mo.

Rec'd
3/26

Mr. A. B. Apperson,
Utah Railway Company,
Salt Lake City, Utah.

SAMPLE CABOOSE UTAH RY
CABOOSES 54 & 55

Dear Sirs:-

I send you herewith two copies of photograph of Union Pacific Caboose Car 2525 which is one of the lot of Caboose Cars that were ordered on January 17, 1917 from the Mt. Vernon Car Mfg. Company, 25 of which were for the Union Pacific, 6 for the St. Joseph & Grand Island, and 2 for the Utah Railway, this photograph being taken of the first Caboose Car built that it might illustrate the type of car that was furnished on this order.

Yours truly,

W A Harriman
R

Enc.
WAR/A

RECEIVED
MAR 25 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

165 BROADWAY, NEW YORK

President's Office
RECEIVED
MAR 2 1918
Salt Lake City

W. A. HARRIMAN
VICE-PRESIDENT
SIDNEY WILLIAMS
ASS'T TO VICE-PRESIDENT
W. A. RANSOM
ASS'T TO VICE-PRESIDENT

IN REPLY REFER TO
NO. 5570

March 21, 1918.

Photographs of Caboose Cars

Mr. E. H. Calvin, President,
Union Pacific Railroad Co.,
Omaha, Neb.

Mr. Ernest Stenger,
St. Joseph & Grand Island Railway Co.,
St. Joseph, Mo.

Mr. A. R. Appleson,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sirs:-

I send you herewith two copies of photograph of Union Pacific Caboose Car 2525 which is one of the lot of Caboose Cars that were ordered on January 17, 1917 from the Mt. Vernon Car Mfg. Company, 25 of which were for the Union Pacific, 5 for the St. Joseph & Grand Island, and 2 for the Utah Railway, this photograph being taken of the first Caboose Car built that it might illustrate the type of car that was furnished on this order.

Yours truly,

Enc.
WAR/A

RECEIVED
MAR 25 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

Same as U. Pg #54 and 55

SAME AS UTAH RY.
CABOOSES 54 & 55

a

Provo Ut., Mar. 1st, 1918.

Mr. I. H. Luke,
Vice Pres. & Gen. Mgr.,
Salt Lake City, Utah.

Dear Sir:

Yours of February 16th with reference to Utah Railway cabooses 54, and 55, arriving at Provo within the next few days. These cabooses have been received and was delivered at Provo 11:20 p.m. February 26th and inspected at 8 a.m. of February 27th. The wheel reference checks up in accordance with the bill of lading from the Mt. Vernon Car Mfg. Co.

The caboose equipment of caboose #55 consists of the following:

1- Estate Caboose Stove.
3- Lengths of Stove Pipe, 1 Elbow.
4- Locker Cushions.
4- Cupola "
1- Chair Cushion
2- Water Coolers.
1- Fusee Rack.
4- Flag Brackets.

This caboose had been entered through one of the cupola windows and the brass lock stolen off the ice box.

Caboose #54 equipment consisted of the following:

1- Estate Caboose Stove.
4- Locker cushions.
4- Cupola "
1- Chair "
2- Water coolers.
1- Fusee rack.
4- Flag Brackets.

This caboose had also been pilfered of three lengths of stove pipe and elbow, 8 clothes locker hooks, and one brass ice box lock. February 27th I transfered Condr. Palmer out of caboose #50 and stored this caboose at 12 noon of Feb. 27th. All of the equipment out of Caboose #50 was transferred into Caboose #55 to save drawing supplies for that caboose. The only duplicate of equipment being 4 caboose cushions. These are stored in one of the lockers on Caboose #55.

Respectfully,

Supt.

RECEIVED
MAR 2 - 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

February 27, 1918.

Mr. G. S. Anderson, Auditor,
Utah Railway Company,
Kearns Building,
City.

Dear Sir:

The Southern Utah Caboose No. 50 has been stored by the Utah Railway forces at Provo and the rental charges on same will cease as of this date. When the caboose is again used please notify our Auditor, Mr. Gibson.

Yours very truly,

General Manager.

C C to E. R. Gibson.

Mr. Leo

Provo Ut., Feb. 20th, 1918.

Mr. I. H. Luke:

I have your letter of the 16th, regarding new caboose cars 54 and 55, which I note were billed on the 11th instant.

As a matter of information caboose 9553 belonging to the S.L.R. was released and returned to that company several days ago. We will arrange to store caboose 50 just as soon as new caboose cars arrive.

J. E. Stevenson.

RECEIVED
FEB 21 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

Robert W. Hendy & Co.

RECEIVED
FEB 18 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

Form 1013A-10M 10-17

NEW YORK ST. LOUIS SAN FRANCISCO LONDON, ENG. MONTREAL PITTSBURGH

OUR FILE No. 3625-66
OUR ORDER No. P2644
CLIENT'S ORDER No. 5570-A

# ROBERT W. HUNT & CO., ENGINEERS

BUREAU OF INSPECTION, TESTS AND CONSULTATION

GENERAL OFFICE 2200 INSURANCE EXCHANGE, CHICAGO

INSPECTOR'S REPORT
No. 1205
SHEET No. 1
OF 1 SHEETS

## REPORT OF INSPECTION AND ACCEPTANCE

Of 2 Cabooses (NUMBER, DESCRIPTION) Capacity Cars

From Mount Vernon Car & Mfg. Co., Car Works

For Union Pacific System (Utah Ry. Co.)

Inspector R? E. Elliott Mount Vernon, Ill., February 9th, 1918

| Car Initials | Car Number | TRUCK A Wheel Maker | TRUCK A Wheel Number | TRUCK A Wheel Date | TRUCK B Wheel Maker | TRUCK B Wheel Number | TRUCK B Wheel Date | Light Weight of Car |
|---|---|---|---|---|---|---|---|---|
| U. R. | 54 | Mount Vern- | A-2 | 8-27-17 | Mount Vernon | A - 16 | 8-27-17 | 36800 |
| | | on Car Mfg. | " 8 | " | Car Mfg. Co. | " 7 | " | |
| | | Company | " 4 | " | " | " 10 | " | |
| | | " | " 15 | " | | " 14 | " | |
| | 55 | | " 1 | " | | " 13 | " | 36900 |
| | | | " 12 | " | | " 11 | " | |
| | | | " 5 | " | | " 17 | " | |
| | | | " 6 | " | | " 3 | " | |

The lock for the boot of each caboose was used to lock the cushions in the closet inside of each caboose

Cabooses lettered "Utah Railway".

Robert W. Hunt & Co.

RECEIVED
FEB 18 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

Form 1004 R.M. 1917
NEW YORK

| | |
|---|---|
| OUR FILE No. | 1629-661 |
| YOUR ORDER No. | 6-664 |
| CLIENT'S ORDER No. | 8074-4 |

NEW YORK — SAN FRANCISCO — LONDON, ENG. — MONTREAL — PITTSBURGH

# ROBERT W. HUNT & CO., ENGINEERS

IN CHARGE OF INSPECTION, TESTS AND CONSULTATION

GENERAL OFFICE 1200 INSURANCE EXCHANGE, CHICAGO

INSPECTOR'S REPORT
No. 1169
SHEET No. 3
OF 7 SHEETS

## REPORT OF INSPECTION AND ACCEPTANCE

Of 2 Gondolas — Capacity Cars

From Mount Vernon Car & Mfg. Co.,

For Union Pacific Systems (Union Pac. Co.) — Car Works

Inspector W. S. Elliott — Mount Vernon, Ill., February 6th, 191 4

| Car Initials | Car Number | TRUCK A Wheel Maker | Wheel Number | Wheel Date | TRUCK B Wheel Maker | Wheel Number | Wheel Date | Light Weight of Car |
|---|---|---|---|---|---|---|---|---|
| U. P. | 84 | Mount Vern- on Car Mfg. Company | A-8 | 8-27-17 | Mount Vernon Car Mfg. Co. | A - 16 | 8-27-17 | 36600 |
| | | " | " 8 | " | " | " 7 | " | |
| | | " | " 4 | " | " | " 10 | " | |
| | | " | " 15 | " | | " 14 | " | |
| | 85 | " | " 1 | " | | " 16 | " | 36500 |
| | | " | " 12 | " | | " 11 | " | |
| | | " | " 5 | " | | " 17 | " | |
| | | " | " 6 | " | | " 3 | " | |

The iron for the hoop of each gondola was used to lock the crossbeams in the frame ends of each gondola

Gondolas lettered "U.P. Railway".

Robert W. Hunt Co.

RECEIVED
FEB 14 1918
UTAH RAILWAY CO.
Gen. Mgr. Office

ALL CONTRACTS AND ORDERS SUBJECT TO STRIKES, ACCIDENTS AND CAUSES BEYOND OUR CONTROL.

W.C. ARTHURS, PRESIDENT
R.K. WEBER, VICE-PRESIDENT

D.P. SETTLEMIRE, SECY.&TREAS.
CHARLES ELLIOTT, SUPERINTENDENT

# MT. VERNON CAR MFG. CO.

MANUFACTURERS OF
FREIGHT CARS OF EVERY DESCRIPTION.
CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., 2-11-18

Mr. Wm. M. Bradley, Pres.,
Utah Railway,
Salt Lake City, Utah.

Dear Sir:--

We are shipping today to your Company, caboose cars #54 and #55, consigned Utah Railway care A.B. Apperson, Provo, Utah, in accordance with instructions furnished.

The keys are being shipped via express today, to your address at Salt Lake City. Kindly see that the keys get into the proper hands. We did not send the keys to Provo as we feared they might not get into the proper hands.

Yours very truly,

R.K. Weber.
Vice Pres.

WHV:BC

RECEIVED
FEB 15 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

February 16, 1918.

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I hand you herewith copy of bill of lading and Inspectors certificate covering two Utah Railway cabooses built by the Mt. Vernon Car Mfg. Company and shipped to this company care of Mr. Apperson at Provo.

When these cabooses arrive please have the box car caboose that we got from the Salt Lake Route returned and put Caboose number 50 away where it will not be moved and switched around. Lock her up securely so that her contents will not be pilfered with and see that she is in shape to go back into service at such time as we will have to use her.

Yours very truly,

Vice Pres. & Gen. Mgr.

ALL CONTRACTS AND ORDERS SUBJECT TO STRIKES, ACCIDENTS AND CAUSES BEYOND OUR CONTROL

W.C. ARTHURS, PRESIDENT
R.K. WEBER, VICE-PRESIDENT

D.P. SETTLEMIRE, SECY & TREAS
CHARLES ELLIOTT, SUPERINTENDENT

# MT. VERNON CAR MFG. CO.

MANUFACTURERS OF

**FREIGHT CARS OF EVERY DESCRIPTION.**

**CAR WHEELS, CASTINGS AND FORGINGS.**

MT. VERNON, ILL., Feb. 9, 1918.

I hereby certify that I have inspected and received from the Mt. Vernon Car Mfg. Co., 2 new class CA-1, caboose cars built and lettered according to the plans and specifications furnished by the Union Pacific Railway Co.,

2 New Utah Ry. Caboose Cars

Cars numbered 54 - 55.

#54 Cars lettered "Utah Railway".

55

Cars stencilled,
"Union Pacific Equipment Association
Owner."

Union Pacific Ry. Co.,
by R.W. Hunt & Co.

Per R. L. Elliott
Inspector.

RECEIVED
FEB 15 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

DUPLICATE

ALL CONTRACTS AND ORDERS SUBJECT TO STRIKES, ACCIDENTS AND CAUSES BEYOND OUR CONTROL.

W. C. ARTHURS, PRESIDENT
R. K. WEBER, VICE-PRESIDENT

D. P. SETTLEMIRE, SECRETARY
CHARLES ELLIOTT, SUPERINTENDENT

# Mt. Vernon Car Mfg. Co.

MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION.

CAR WHEELS, CASTINGS AND FORGINGS.

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I hereby certify that I have inspected and received from the Mt. Vernon Car Mfg. Co., 2 new class CA-1, cabooses cars built and lettered according to the plans and specifications furnished by the Union Pacific Railway Co.,

Cars numbered 54 - 55.

Cars lettered "Utah Railway".

Cars stencilled,
"Union Pacific Equipment Association
Owner."

Union Pacific Ry. Co.,
by R.W.Hunt & Co.

Per _____
Inspector.

RECEIVED
FEB 15 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

DUPLICATE

ORIGINAL

Uniform Bill of Lading—Standard form of Straight Bill of Lading approved by the Interstate Commerce Commission by Order No. 787 of June 27, 1908.

L. & N. Railroad Company Shippers No.

STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE Agents No.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading,

At Mt. Vernon, Ills., 2/11/ 1918 From **Mt. Vernon Car Mfg. Co.**

The property described below, in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from MT. VERNON, ILLS., to _____ is in Cents per 100 Lbs.

| 1st | 2nd | Rule 25 | 3rd | Rule 26 | Rule 28 | 4th | 5th | 6th | A | B | C | D | E | H | F (Ex. Bbl.) | If Special per | If Special per |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | |

(Mail Address—Not for purpose of delivery.)

Consigned to Utah Ry. % A. B. Apperson

Destination Provo State of Utah County of

Route L. & N. % M.P. at E. St. Louis, % U.P. at Kansas City % Salt Lake Route at Salt Lake City, Utah. Initial Car No.

| No. Packages | DESCRIPTION OF ARTICLES AND SPECIAL MARKS | WEIGHT Subject to Correction | CLASS OR RATE | CHECK COLUMN |
|---|---|---|---|---|
| 2 | New Utah Ry. Caboose Cars | | | |
| | # 54 | | | |
| | 55 | | | |

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ _____ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per _____

(The signature here acknowledges only the amount prepaid.)

Charges Advanced:

$ _____

MT. VERNON CAR MFG. CO., Shippers

Per H.L.S.

Agent

Per

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

11752

24069 MFGD. BY UNITED AUTOGRAPHIC REGISTER CO., CHICAGO

RECEIVED
FEB 15 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

# CONDITIONS

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. Nor shall any loss or damage or delay caused by fire occurring after twenty-four hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability thereafter shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona-fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lengthening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be delivered at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes of this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances, or from collision, stranding or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

1917.

ALL CONTRACTS AND ORDERS SUBJECT TO STRIKES, ACCIDENTS AND CAUSES BEYOND OUR CONTROL.

W. C. ARTHURS, PRESIDENT
R. K. WEBER, VICE-PRESIDENT

D. P. SETTLEMIRE, SEC'Y & TREAS.
CHARLES ELLIOTT, SUPERINTENDENT

# MT. VERNON CAR MFG. CO.

MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION.

CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., Dec. 17th 1917,

Mr. S. H. Luke,

Vice Pres & Gen. Mgr. Utah Ry. Co.,

Salt Lake City, Utah,

Dear Sir:

Replying to your favor of the 10th inst., We are now working on the Union Pacific cabooses. We have some twenty odd of them started and will not stop until entire order is completed, including the two for your company.

We hope to get them to you within a few weeks.

Yours truly,

W. C. Arthurs

President.

A-T

RECEIVED
DEC 21 1917
UTAH RAILWAY CO.
Gen. Mgr's. Office.

Memo

Provo Ut., Dec. 19, 1917.

Mr. I. H. Luke.

Salt Lake Route box car caboose 9553 is now at Provo but is in anything but a fit condition for this service. We have arranged to make some temporary and badly needed repairs as I believe we should arrange for replacement of this caboose at an early date.

J. E. Stevenson.

RECEIVED
DEC 20 1917
UTAH RAILWAY CO.
Gen. Mgr's. Office.

No word to date on new caboose
OS 12/20.

learn if you can advise us at about what time you expect to have these cabooses out.

Yours very truly,

Vice Pres. & Gen. Mgr.

December 10, 1917.

Mt. Vernon Car Mfg. Company,
Mt. Vernon,
Illinois.

Gentlemen:

I am taking the liberty to write you in reference to progress you are making on the erection of the two cabooses that you were to build for this company under order placed with you by Mr. Harriman of the Union Pacific System. I do not care to trouble you with inquiries at this time but as we are badly in need of cabooses I should be pleased to learn if you can advise us at about what time you expect to have these cabooses out.

Yours very truly,

Vice Pres. & Gen. Mgr.

175

The Denver & Rio Grande Railroad Company

Utah Lines

OFFICE OF ASSISTANT GENERAL MANAGER

Salt Lake City, Utah

Salt Lake City, Utah.
November 1, 1917.

Mr. E. W. Deuel,
Superintendent.

Mr. E. J. Harris,
Master Mechanic.

Gentlemen,-

Please refer to my letter of August 11th, directing that necessary repairs be made to three Utah Railway Company cabooses and that these cars be turned over to Utah Railway Company.

Utah Railway expects to begin operation on December 1st, 1917. Therefore, I should like to be advised status of repairs on these three cabooses. Mr. I.H.Luke, Vice President & General Manager of Utah Railway Company, has written me that as these cars were equipped when delivered to D&RG, he should like to leave the present equipment in them. Do not see any objection to this.

Yours truly,

(Signed) F. E. Clarity

Cy - Mr. Luke.

October 31, 1917.

Mr. F. E. Clarity,
Asst. Gen. Mgr., Denver & Rio Grande RR. Co.
Salt Lake City, Utah.

Dear Sir:

As we are expecting to begin operations December 1st, I hope you will have necessary repairs made to the three Utah Railway cabooses so as to be ready to deliver them to us a few days before that date. As these cars were equipped when delivered to the D.& R. G. I assume, of course, that you will leave the present equipment in them.

Yours very truly,

Vice Pres. & Gen. Mgr.

ALL CONTRACTS AND ORDERS SUBJECT TO STRIKES, ACCIDENTS AND CAUSES BEYOND OUR CONTROL.

W.C. ARTHURS, PRESIDENT
R.K. WEBER, VICE-PRESIDENT

D.P. SETTLEMIRE, SECY.&TREAS.
CHARLES ELLIOTT, SUPERINTENDENT

# MT. VERNON CAR MFG. CO.

MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION,

CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., Oct. 20, 1917.

SUBJECT: Union Pacific Caboose Cars.

Mr. J.H. Luke, Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:-

Answering your favor of the 16th inst. we have been able to make but little progress on the Union Pacific caboose cars 33 of which we have to build. We were to deliver these cars in May of this year or thereabouts; we did not get the first lot of steel underframes until August 18th, second lot August 30th and the final shipment September 19th and thus were prevented from getting this work under way at the time we planned. This ran us into a labor shortage which has been getting more acute ever since.

There are two cantonment camps to which many of our men have gone, one of them near Mt. Vernon, at Belleville, Illinois, the other at Louisville. They have been attracted by the higher wages and favorable working hours and it has been impossible for us to round up enough capable carpenters to get a decent working force on this contract. It is impossible for us to compete with the Government under present conditions the way they are handling matters. We have been combing the country for men. Are making another labor campaign now that is well under way and we hope this time we will be able to get thirty or forty good carpenters that are capable of working on a job of this kind.

Our work has been going slowly; have not been getting 50% of our output this year account partly of a shortage of labor and also on account of our inability to get materials.

We are keeping Mr. Harriman posted in this matter and are doing the best we can under the circumstances but it is impossible for us to say at thistime when we will be able to make the first shipment of these caboose cars and when we will be able to complete.

Yours truly,

R.K. Weber

Vice-Pres.

RKW/SH

# MT. VERNON CAR MFG. CO.

PRODUCERS OF CAPACITY DESERVING
CHAIR CARS, COACHES AND CONVERTIBLES

MT. VERNON, ILL. Oct. 20, 1917.

SUBJECT: Union Pacific Cabooses Cars.

Mr. J.L. Lane, Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:-

Answering your favor of the 16th inst. we have been able to make but little progress on the Union Pacific cabooses cars 35 of which we have to build. We were to deliver these cars in May of this year or thereabouts; we did not get the first lot of steel underframes until August 16th, second lot August 30th and the final shipment September 10th and this were prevented from getting this work under way at one time as planned. This put us into a labor shortage which has been getting more acute ever since.

There are two contonment camps to which many of our men have gone, one of them near Mt. Vernon, at Fairvillie Illinois, the other at Louisville. They have been attracted by the higher wages and favorable working conditions and it has been impossible for us to round up enough capable carpenters to get a decent working force on this contract. It is impossible for us to compete with the Government under present conditions the way they are handling matters. We have been combing the country for men. Are making another labor campaign now that is well under way and we hope this time we will be able to get thirty or forty good carpenters that are capable of working on a job of this kind.

Our work has been going slowly; have not been getting out of our output this year account partly of a shortage of labor and also on account of our inability to get materials.

We are keeping Mr. Herriman posted in this matter and are doing the best we can under the circumstances but it is impossible for us to say at this time when we will be able to make the first shipment of these cabooses cars and when we will be able to complete.

Yours truly,

Vice-Pres.

SCW/BH

October 16th, 1917.

Mt. Vernon Car Mfg. Company,
Mt. Vernon,
Illinois.

Gentlemen:

With reference to order placed with you June 28th, by Mr. W. A. Harriman, Vice President of the Union Pacific System, covering two 8-wheel cabooses for the Utah Railway Company, to be numbered 54 and 55; as we will be able to use these cabooses next month I should be pleased to have you advise me what progress you are making on their construction and at what time we may expect them.

Yours very truly,

General Manager.

July 26, 1917.

Mr. F. E. Clarity,

Asst. General Manager, D. & R. G. R.R.Co.,

Salt Lake City, Utah,

Dear Sir:

We are promised our Santa Fe Type Locomotives out of the works in the next day or two; this should enable us to get them into service by the 15th of September, possibly a little sooner, and as we will need the three Utah Railway cabooses at that time, thought it advisable to give you this advance notice so that you would be in a position to release them and have such repairs and painting as may be necessary done, before delivering to us.

Yours very truly,

19
16
25

A-19
A-34

FORM 35

GENERAL OFFICES
KEARNS BUILDING
SALT LAKE CITY, UTAH

# UNITED STATES FUEL COMPANY

LOCATIONS OF MINES
BLACK HAWK, UTAH
HIAWATHA, UTAH
MOHRLAND, UTAH
PANTHER, UTAH

File No 583

July 13, 1917.

Mr. W. A. Harriman, Vice Prest.,
Union Pacific System,
165 Broadway, New York.

Dear Sir:

Referring to your letter of July 9th, addressed to the Mt. Vernon Car Manufacturing Company, concerning your order 5570-A of June 28th, covering two 8-wheel cabooses for the Utah Railway Company, to be numbered 54 and 55:

I shall appreciate it very much if you will ask those people to letter the cabooses "Utah Railway", the same as lettering to be applied to our locomotives. I wish to thank you kindly for calling this discrepancy to our attention.

Very truly yours,

A. B. APPERSON

cc-Mr. E. E. Adams,
Consulting Engineer,
Union Pacific System,
New York City, N. Y.

cc-Mr. I. H. Luke,

Mr. Harriman's letter also asks the Mt. Vernon Car Manufacturing Company to apply wheel numbers A-1 to A-18 inclusive, the two additional numbers to take care of the 10% account of foundry loss.

A. B. A.

1

Form 1206

| CLASS OF SERVICE DESIRED | |
|---|---|
| Fast Day Message | |
| Day Letter | |
| Night Message | |
| Night Letter | |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Receiver's No.

Check

File No 583

Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Utah, July 7, 1917.

W. A. Harriman,
Union Pacific System,
165 Broadway, New York City, N.Y.

Your telegram third. Please adopt wheel numbers for cabooses and put us on same basis as your company.

A. B. Apperson.....11:30 AM

Charge U S Fuel Co.

cc-Mr. Luke,

1 to 16

General Manager.

## ALL TELEGRAMS TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a telegram should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated telegram rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED TELEGRAM AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the telegram and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure telegrams.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this telegram, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this telegram is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Telegrams will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning telegrams until the same are accepted at one of its transmitting offices; and if a telegram is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

**THE WESTERN UNION TELEGRAPH COMPANY**
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

## CLASSES OF SERVICE

### FAST DAY MESSAGES

A full-rate expedited service.

### NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

### DAY LETTERS

A deferred day service at rates lower than the standard day message rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

*No employee of the Company is authorized to vary the foregoing.*

### NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

*No employee of the Company is authorized to vary the foregoing.*

Form 1206

| CLASS OF SERVICE DESIRED | |
|---|---|
| Fast Day Message | |
| Day Letter | X |
| Night Message | |
| Night Letter | |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Receiver's No.

Check

File No 583

Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake, June 30, 1917.

W. A. Harriman, Union Pacific System,
165 Broadway, New York City, N.Y.

Your wire 28th to A. B. Apperson, about cabooses. Numbers fifty-four and fifty-five; lettering Utah Railway Company; consign to Utah Railway Company, Provo, Utah.

I. H. Luke.

Prepay and charge to
Utah Railway Company.

Copy to Mr. A. B. Apperson.

General Manager.

## ALL TELEGRAMS TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a telegram should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated telegram rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED TELEGRAM AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the telegram and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure telegrams.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this telegram, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this telegram is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Telegrams will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning telegrams until the same are accepted at one of its transmitting offices; and if a telegram is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

**THE WESTERN UNION TELEGRAPH COMPANY**
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

## CLASSES OF SERVICE

### FAST DAY MESSAGES

A full-rate expedited service.

### NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

### DAY LETTERS

A deferred day service at rates lower than the standard day message rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

*No employee of the Company is authorized to vary the foregoing.*

### NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

*No employee of the Company is authorized to vary the foregoing.*

MEMO

TELEGRAM

File No 583

Mr. Luke,

Following telegram from Mr. W. A. Harriman, New York, dated June 28th, is referred to you. You received a copy of my telegram 27th to Mr. Harriman asking him to place order for two cabooses:

"What will be caboose numbers wheel numbers lettering and consignment when finished two caboose cars?"

A. B. Apperson

Salt Lake City,
June 29, 1917.

Lettered Utah Ry Nos 54 & 55
Consign Utah Ry Provo Utah.
A. B. Apperson

COPY

General Manager.

deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

In further consideration of the [illegible] Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

*No employee of the Company is authorized to vary the foregoing.*

POSTAL TELEGRAPH – COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

COUNTER No.

TIME FILED M

# TELEGRAM

CHECK

Paid

File No 583

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

[DESIGN PATENT No. 40529]

I—541

*SEND the following Telegram, subject to the terms on back hereof, which are hereby agreed to.*

Salt Lake City, June 27, 1917

UTAH RAILWAY COMPANY, RECEIVED JUN 27 1917

W. A. Harriman,
Union Pacific System,
165 Broadway, New York City, N.Y.

Shall appreciate it if you will place order for two cabooses cost three thousand dollars each delivery this fall for Utah Railway. Many thanks.

A. B. Apperson.....2:10 PM

Charge U S Fuel Co.,
822 Kearns Building.

Copy to Mr. Luke,

COPY

General Manager.

# POSTAL TELEGRAPH-CABLE COMPANY IN CONNECTION WITH THE COMMERCIAL CABLE COMPANY

[1. 2 AND 16]

**THE GREATEST TELEGRAPH AND CABLE SYSTEM IN THE WORLD. EXTENDS OVER TWO-THIRDS OF THE WAY AROUND THE EARTH.**

## THE POSTAL TELEGRAPH-CABLE COMPANY (INCORPORATED)

### TRANSMITS AND DELIVERS THE WITHIN TELEGRAM SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

To guard against mistakes or delays, the sender of a telegram should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated telegram rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED TELEGRAM AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the telegram and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, UNLESS SPECIALLY VALUED; nor in any case for delays arising from unavoidable interruption in the working of its lines; NOR FOR ERRORS IN CIPHER OR OBSCURE TELEGRAMS.

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery of this telegram, whether caused by the negligence of its servants or otherwise, beyond fifty times the REPEATED telegram rate, at which amount this telegram, if sent as a REPEATED telegram, is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within the established free delivery limits of the terminal office. For delivery at a greater distance a special charge will be made to cover the cost of such delivery.

5. No responsibility regarding messages attaches to this Company until the same are presented and accepted at one of its transmitting offices; and if any message is sent to such office by one of this Company's messengers, he acts as the agent of the sender for the purpose of delivering the message and any notice or instructions regarding it to the Company's agent in its said office.

6. The Company shall not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. The above terms and conditions shall be binding upon the receiver as well as the sender of this telegram.

8. NO EMPLOYEE OF THIS COMPANY IS AUTHORIZED TO VARY THE FOREGOING.

CLARENCE H. MACKAY, PRESIDENT.

CHARLES C. ADAMS, VICE-PRESIDENT. EDWARD REYNOLDS, VICE-PREST. AND GENERAL MANAGER. CHARLES P. BRUCH, VICE-PRESIDENT.

deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

In further consideration of the [illegible] Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

*No employee of the Company is authorized to vary the foregoing.*

Form 1206

| CLASS OF SERVICE DESIRED |
|---|
| Fast Day Message |
| Day Letter |
| Night Message |
| Night Letter |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| Receiver's No. |
|---|
| Check |
| File No. 583 |
| Time Filed |

COPY

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, June 19, 1917.

E. E. Adams, Consulting Engineer,
Union Pacific System,
165 Broadway, New York City, N.Y.

Are you in market for any new cabooses? We would like get two steel underframe cabooses Union Pacific standard for quick delivery if can get hold of them.

A. B. Apperson.....10:45 AM

Charge U S Fuel Co.

Copy to Mr. Luke,

COPY

General Manager.

## ALL TELEGRAMS TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a telegram should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated telegram rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED TELEGRAM AND PAID FOR AS SUCH in consideration whereof it is agreed between the sender of the telegram and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure telegrams.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this telegram, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this telegram is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Telegrams will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning telegrams until the same are accepted at one of its transmitting offices; and if a telegram is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

**THE WESTERN UNION TELEGRAPH COMPANY**
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

## CLASSES OF SERVICE

### FAST DAY MESSAGES

A full-rate expedited service.

### NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

### DAY LETTERS

A deferred day service at rates lower than the standard day message rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

*No employee of the Company is authorized to vary the foregoing.*

### NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

*No employee of the Company is authorized to vary the foregoing.*

File No 583

Salt Lake City, March 19, 1917.

Mr. A. B. Apperson, President,
Southern Utah Railroad Co.,
Salt Lake City, Utah.

Dear Sir:

Replying to your letter of the 17th, concerning the advisability of purchasing a couple new cabooses for use in proposed Utah Railway operations:

Including the old car at Hiawatha--which is a weak, wooden car--we have four cabooses. As four crews will be the minimum needed, we should have two more cabooses with steel draft sills.

Very truly yours,

(Signed) I. H. Luke

General Manager.

GENERAL OFFICES
KEARNS BUILDING
SALT LAKE CITY, UTAH

# UNITED STATES FUEL COMPANY

LOCATION OF MINES:
BLACK HAWK, UTAH
HIAWATHA, UTAH
MOHRLAND, UTAH
PANTHER, UTAH

File No 583

Salt Lake City, March 17, 1917.

Mr. I. H. Luke,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Would like very much to have you give consideration to the advisability of purchasing a couple new cabooses for use in Utah Railway operations, and advise me your opinion.

Very truly yours,

A Bhanson

Salt Lake City, March 17, 1917.

Mr. I. H. Lake,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Would like very much to have you give consideration to the advisability of purchasing a couple new caboose for use in Utah Railway operations, and advise me your opinion.

Very truly yours.

THE DENVER & RIO GRANDE RAILROAD COMPANY
THE RIO GRANDE SOUTHERN RAILROAD COMPANY
WESTERN PACIFIC RAILWAY COMPANY

OFFICE OF VICE-PRESIDENT

File No. 583

Denver, Colo., August 26, 1915.

Mr. O. J. Egleston,
care Utah Railway Company,
920 Newhouse Building,
Salt Lake City, Utah.

Dear Sir:

Will you kindly advise the cost of cabooses mentioned in your letter August 4, delivered to your line?

Yours truly,

E. L. Brown

Mg

8/30 5 0/6

RECEIVED
AUG 28 1915
D.&R.G.R.R.

Utah Railway Cabooses 51, 52, 53

Built by Mt. Vernon Car Mfg. Co.

Built at Mt. Vernon Ill, in June 1913

Total cost of caboose $1400.00 each

Freight Mt. Vernon to Price 79.56

$1479.56

Rebates on specialties 16.56

$1463.00

Depreciation 2 years & 2 months

@ 4% per annum 126.79

$1336.21

3

Value of 3 cabooses as of Sept 1, 1915. $4008.63

Repairs bill against Ut Ry.

on account of unfair usage

| | |
|---|---|
| No. 51 | $31.10 |
| No 52 | 613.88 |
| No 53 | 132.72 |

# THE UTAH CONSTRUCTION CO.

*Statement of Extra Work performed during the month of* ..... *191* .....

*on construction of the* ..... *R. R.*

*Line (From)* ..... *to* ....., *Camp* .....

*Kind of Work performed* .....

.....

*Name of Engineer in charge* ..... *Date and No. of work order* .....

| Date | Station Numbers | | Number and Kind of Men, Teams and Equipment | | Hours Each | Total Hours | Rate Per Hr. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| | From | To | No. | Men, Teams and Equipment | | | | |

Make seperate statements for different kinds of Force Account Work performed and forward to Headquarters Office.

..... *Timekeeper*

Utah Ry. Cabooses File No 583

| | |
|---|---|
| Purchase price. | $1400.00 each. |
| Mt Vernon to Price Mt. Freight | 79.56 " |
| Rebates | 16.56 |
| Net cost. | $1463.00 |

Yours truly,

E. L. Brownell

Mr. W. M. Bradley,
President, Utah Railway Co.,
Salt Lake City, Utah.

7/21/15.

Referred to Mr. Eggleston for reply.

W M B.

7 Salt
5 Mt
9 Clear

Used by D & R G since June 20 1913.

21)9.00 43.%
84
60

Attention of _____ Area _____
Attention of _____ Area _____
Area 8/4 Sec 5 Tp 9 S Rg 6

RECEIVED
JUL 21 1915
D. & R. G. & M. CO.
GEN. DEPT.

Make seperate statements for different kinds of Force Account Work performed and forward to Headquarters Office.

.....*Timekeeper*

THE DENVER & RIO GRANDE RAILROAD COMPANY
THE RIO GRANDE SOUTHERN RAILROAD COMPANY
WESTERN PACIFIC RAILWAY COMPANY

OFFICE OF VICE-PRESIDENT

File No. 583

Denver, July 19th, 1915.

Dear Mr. Bradley:

Referring to the three Utah Railway Cabooses in service on the D.& R.G.:

We would like to buy these cars. They are not included in the contract and we are evidently paying 50 cents per day rental for each of them. At what price would your Company be willing to sell them ?

Yours truly,

E. L. Brown

Mr. W. M. Bradley,
President, Utah Railway Co.,
Salt Lake City, Utah.

7 / 5 / 9 — 7 Coln, 5 Mot, 8 Clerk

Used by D&RG since June 20 1913.

21) 9.00 — 43.%
84
60

7/21/15.

Referred to Mr. Eggleston for reply.

W M B.

RECEIVED
JUL 21 1915
U.P.R.R. & W. CO.
GEN. SUPT.

1

File No 583

xxxxxxxxxxxxx
920 Newhouse Bldg.

August 4, 1915.

Mr. E. L. Brown,

Vice Pres., Denver & Rio Grande R. R. Co.,

Denver, Colorado.

Dear Sir:-

Your letter of July 19th addressed to Mr. Bradley has been referred to me for reply. There has been considerable delay in replying to your letter, which was caused by Mr. Heintz being away at the time your letter was received.

I am instructed by Mr. Heintz to advise you that this company does not wish to sell the cabooses that are in service on the D. & R. G. Railroad.

Yours very truly,

OJE

OJE/AW
CC/Mr.Henitz.

xxxxxxxxxxxx
920 Newhouse Bldg.

File No. 583

August 30, 1915.

Mr. E. L. Brown,

Vice President, D.& R.G.R.R.Co.,

Denver, Colorado.

Dear Sir:-

In reply to your letter of August 26th, will say that the cost of the cabooses each was as follows:-

| | | |
|---|---|---|
| Manufacturer's cost of cabooses | $1400.00 | each |
| Freight from Mount Vernon to Price, Utah, | 79.56 | " |
| Total | $1479.56 | " |
| Less rebates on specialties | 16.56 | |
| Net f.o.b. Price, Utah, . . . . . | $1463.00 | " |

We believe this gives you the desired information.

Yours very truly,

OJE

CHIEF ENGINEER.

OJE/AW

~~xxxxxxxxxx~~
920 Sawhonse Bldg.

File No. 552.2

August 30, 1912.

Mr. S. L. Brown,

Vice President, D.& R.G.R.R.Co.,

Denver, Colorado.

Dear Sir:-

In reply to your letter of August 26th, will say that the cost of the cabooses each was as follows:-

| | | |
|---|---|---|
| Manufacturer's cost of cabooses | $1400.00 | each |
| Freight from Mount Vernon to Price, Utah. | 79.55 | " |
| Total | $1479.55 | " |
| Less rebates on specialties | 16.55 | |
| Net f.o.b. Price, Utah, . . . . . | $1463.00 | " |

We believe this gives you the desired information.

Yours very truly,

GEORGE HOLDREGE.

GEH/AV

File No 583

Nov. 7th, 1914.

Mr. W. E. Lefaivre, Pur. Agt.,

Denver & Rio Grande Railroad Co.,

Denver, Colorado.

Dear Sir:-

Your telegram of this date:

The Utah Railway Company cabooses were built by the Mt. Vernon Car Manufacturing Company, Mt. Vernon, Illinois.

I enclose copy of specification, but have not a set of prints I could send you. According to our records these prints are as follows:

General Drawing - 2200.
Truck Drawing - 1955.
Underframe - 2197.
Brake Arrangement, 2199.

I regret that I am unable to furnish you a set of plans.

Yours truly,

Chf. Engr.

WA-EG

Encl.

# WESTERN UNION TELEGRAM

Form 168

File No 583

GEORGE W. E. ATKINS, VICE-PRESIDENT — NEWCOMB CARLTON, PRESIDENT — BELVIDERE BROOKS, VICE-PRESIDENT

RECEIVED AT 147 Main Street, Tribune Building, Salt Lake City, Utah ALWAYS OPEN

NOV. 1914.

H34 D 17 DH IW

Q DENVER COLO 7

WM ASHTON

349

CHIEF ENGINEER UTAH RAILWAY CO 516 FELT BLDG SALTLAKECITY UTAH
REQUIRE QUICK SET BLUE PRINTS YOUR CABOOSE 52 ADVISE
MANUFACTURERS NAME IF YOU HAVE NOT PRINTS
W E LEFAIVRE.

Send for
Fuel Dr 2200
Truck " 1955
Underframe & Equipment 2148
Journals 2197
Brake 2194

9120

Office of the Mt. Vernon
Mt. Vernon, Illinois, Jan. 15th, 1913.

UTAH RAILWAY CO.
NOV 7 - 1914
Chief Engineer's Office.

File No. 583

MT. VERNON CAR MANUFACTURING COMPANY

SPECIFICATION NO.1222 REVISED

FOR

8-WHEEL STEEL UNDERFRAME CABOOSE CAR

FOR

UTAH RAILWAY COMPANY.

Office of the Mt. Vernon Car Mfg. Co.,
Mt. Vernon, Illinois, Jan. 15th, 1913.

Mt. Vernon, Ill., Jan. 15th, 1913.

MT. VERNON CAR MANUFACTURING COMPANY

SPECIFICATION NO.1222 REVISED

FOR

8-WHEEL STEEL UNDERFRAME CABOOSE CAR

FOR

UTAH RAILWAY COMPANY

--oOo--

GENERAL DIMENSIONS:

| | |
|---|---|
| Length over buffers | 40' 0 1/2" |
| Length over body end sills | 34' 10" |
| Length inside | 34' 2 3/8" |
| Width inside | 8' 6" |
| Width of side door | 3' 6" |
| Width over sheathing | 9' 1"3/4" |
| Height, sill to plate | 6' 4" |
| Length over platform end sills | 40' 0 1/2" |
| Length of baggage compartment | 17' 5 3/8" |
| Length of passenger compartment | 16' 8 3/16" |

GENERAL:

Car to be arranged as per general drawing #2200, trucks as per drawing No. 1995-A.

UNDERFRAME:

To be steel built up of plates, pressed and rolled shapes all securely riveted together, arranged as per dwg. #2198.

CENTER SILL:

To be steel channels 12" deep weighing 20 1/2# per foot reinforced by a 1/4" cover plate extending past bolsters.

BOLSTERS:

To be built up of plates and angles. Bolster web plate to be 3/8" thick, reinforced at top and bottom by a 3 x 3 x 5/16" angle, front and back. Angles connecting bolsters to center and side sills to be 6 x 4 x 3/8" front and back. Bolster cover plate to be 14 x 3/8", bottom tie plate 16 x 3/8".

Specification No. 1222 revised.

FLOOR SUPPORT INTER:

To be 4" steel channel weighing 5 1/4# per foot, securely connected to side and center sills by 2 1/2 x 2" steel angle.

PLATFORM END SILL SUPPORT:

To be 1/4" pressed steel riveted to center sill and cast steel striking plate.

SIDE SILLS:

5" Z bars, to extend from end sill to end sill and to be securely connected to all cross ties, bolster and body end sill with steel connection angles.

END DIAPHRAGM:

To be built up of plates and angles. Web plate to be 5/16" thick, cover plate 5/16" thick by 8" wide, bottom plate 8" wide x 5/8" thick, end diaphgarm top and bottom angles to be 3 x 3 x 5/16".

BODY CENTER PLATE:

To be Cast Steel to be securely riveted to body bols. with eight 3/4" rivets.

SIDE BEARINGS:

Pressed steel 1/2" thick.

CROSS BEARER DIAPHRAGMS:

Two per car located near center of car, built up of steel plates and angles. Web plate to be 1/4" thick, top tie plate 5 1/2 x 5/16". Diaphragm reinforced by 2 1/2 x 2 1/2 x 1/4" steel angle, top and bottom on both sides.

RIVETS:

All rivets 5/8" dia. except center plate rivets which are 3/4" and draft lug rivets which are 7/8" dia.

BOLTS & NUTS:

All bolts and nuts to have U. S. Stand. threads, brake cylinder and reservoir bolts to have one nut and lock nut, all grab iron bolts to have ends of bolts riveted over.

Specification No. 1222 revised.

END PLATES:

To be of yellow pine 3 13/16" x 10 1/2" framed into side plates. Side plates to be of yellow pine.

CARLINES:

Carlines to be of yellow pine 1 3/4 x 3", to be located and arranged as shown on drawing.

CORNER POSTS:

To be of yellow pine 5 x 4 3/4" framed into side sills and plates.

BODY POSTS:

To be of yellow pine 3 x 4" framed into sills and plates.

DOOR POSTS:

To be of yellow pine 3 7/8 x 4 3/4" framed into sills and plates and rabbetted for inside lining.

SIDE BRACES:

To be of yellow pine 3 x 5".

GRITHS:

To be of yellow pine top and bottom girth 2 x 3" arranged as shown on drawing.

PLATFORM:

Platform sills to be of oak, platform floor to be of yellow pine 13/16" thick, platform step, sides and treads of oak all arranged as shown on drawing.

FLOORING:

Bottom flooring to be yellow pine 13/16" dressed and matched, MCB section, laid crosswise of car, top floor to be yellow pine 13/16" dressed and matched, laid lengthwise of car.

CUPOLA WINDOWS:

To be arranged as shown on drawing #2200 to have two windows on each side and two on each end, all windows to be arranged to slide, sash to be 13/16" yellow pine, glass to be D. S. American. Sash to be locked with screw eyes and hooks.

Specification No. 1222 revised.

BODY WINDOWS:

Two windows on each side of car made of yellow pine glass 20 x 22" second quality American. All sash to be fitted with sash locks and lifts and sash stops.

DOORS:--

End doors to be yellow pine 1 1/4" thick, lower part of door pannelled, upper part to be glazed with two lights. Doors to be fitted with suitable lock and keys.

SIDE DOORS:

To be made of yellow pine. Lower part to be pannelled with 13/16" yellow pine sheathing. Upper part to be glazed with three lights of D. S. American glass. Door to be provided with standard type door track and suitable door fasteners and handle, doors to have cast iron threshold plates.

PARTITION DOOR & LOCKER DOORS:

To be made of 13/16" yellow pine sheathing securely framed with two battons. Partition and toilet door to be provided with rim lock, closet doors to be provided with hinge hasps and staples.

DRAFT GEAR:

Farlow twin spring 6 1/4 x 8" springs, four per car.

COUPLERS:

Simplex automatic 5 x 7" shank 6 1/2" ends, to be slotted and arranged for Farlow draft gear.

AIR BRAKES:

Car to be equipped with New York air brakes, schedule HC-812 and hand brakes operating from each end of car, and also from cupola.

INSIDE FIXTURES:

Interior arrangement of car to be as shown on Gen. Dwg. No. 2200.

Specification No. 1222 revised.

SEAT CUSHIONS:

Body seats to be arranged as shown on dwg. #2200 All cushions to be 20" wide by 3 1/2" thick. All cushions to be stuffed with moss or HAIR and covered with black enamel duck. Bottom to be of #8 canvas. Cushions to be arranged as shown on drawing. ~~[illegible]~~.

RUNNING BOARDS, END LADDERS, GRAB IRON & HAND RAILS:

To meet Interstate Commerce Commission's requirements.

INSIDE LINING:

Inside of car to be lined from floor to plate with 13/16" thick, 3 1/4 or 5 1/4" yellow pine T&G MCB matching, cupola closets seat fronts to be made of same grade of material as inside lining. Side lining to be laid horizontally.

ROOF:

Roof boards to be of yellow pine 13/16" thick, x 3 1/4" or 5 1/4" face, T&G laid lengthwise of car MCB matching. On top of the boards roof is laid, IC tin roof, the junction of the roof and cupola to be well flashed to insure water tight joint.

BRACKET LAMPS:

Inside of car to be fitted with two bracket lamps to be complete with burner, wick and chimney.

CUPOLA LAMP:

Car to be provided with cupola signal lamp, to be located at center of cupola roof.

WATER COOLER:

Car to be furnished with water cooler located in passenger end and arranged as shown on drawing. Car to be provided water tank located in baggage end of car, to be complete with suitable fauset.

COAL BOX:

Coal box to be made of sheet iron and to be arranged and located as shown on drawing.

Specification No. 1222 revised.

TOILET:

Car to be provided with toilet located in corner of car, to be provided with dry hopper and ventilator. Glass to be arranged over door as shown on drawing.

STOVE:-

Car to have Mt. Vernon Car Mfg. Co's. standard cast iron caboose stove located in center of car arranged as shown on general drawing #2200, to be complete with stove pipe, and galv. iron smoke jack. Stove to be set on galv. iron sheet.

CUPOLA:

To be arranged as shown on drawing to have two seats on each side of car. The space below cupola platform to be ceiled and made into closets, to be arranged for storing equipment and supplies. Doors to cupola closets to open in baggage compartment. Cupola seats to be boxed in, top of seats to be hunged. Cupola seats to be without cushions.

CLOTHES CLOSET:

Clothes closet to be provided in baggage end of car, closet to be equipped with eight hat hooks.

DESK OR TABLE:

Car to be provided with one yellow pine drop leaf, to be located in cupola and to be hinged to side of car.

PARTITION:

A partition to be located in cupola and arranged so cupola will be in the baggage compartment, partition to be made of 13/16" yellow pine lining, and to be provided with a door made of the same material, all to be arranged as shown on general drawing #2200.

PAINTING:

Sides, ends and side doors to be painted with two coats standard brown freight car paint on outside. Outside metal roof to receive two coats stand. paint. All exposed iron work on superstructure to receiv one coat of stand. black paint and all mortices and tenons to receive one coat of wood preservative before assembling. Bolsters, cross ties and outside center sills to be painted two coats of stahd. black. All metal contact points to receive one coat of red lead before assembling.

PAINTING Continued:

All exposed parts of brakes, except wheels, axles, journal bearings and wedges and bearings and side bearings to receive two coats of standard black freight car paint. Lettering to be of white lead in oil in accordance with MCB recommended practice. Painting to be done in workman-like manner and in accordance with standard freight car shop practice, allowing sufficient time for drying between coats.

LETTERING & NUMBERING:

To be arranged to meet requirements of purchaser.

INSPECTION:

All work done shall be open for inspection during working hours to authorized representable of the purchaser.

Specification No. 1222 revised.

# T R U C K S .

GENERAL DIMENSIONS:

Gauge 4' 8 1/2"

TYPE:

Andrews Cast Steel side frames.

TRUCK BOLSTERS:

Cast steel complete with center plates, side bearings and dead lever brackets cast integral.

TIE BARS:

To be wrot iron 1/2" x 4"

JOURNAL BOX BOLTS:

To be wrot iron 1 1/8" dia. to have single nut and nut lock.

BRAKES:

Inside hung from truck frames. Levers, connections and pins to be in accordance with MCB standard practice.

SPRING PLANK:

12" steel channel weighing 20 1/2# per foot, securely riveted to truck frames.

BOLSTER SPRINGS:

To be double elliptical, suitable for caboose cars of this capacity.

WHEELS:

33" dia. double plate chilled tread cast iron M. C. B. tread weighing about 615#.

AXLES:

Steel M. C. B. standard 4 1/4 x 8" journal, smooth forged between wheel seats. Journals to be burnished.

Specification No. 1222 revised.

BRAKE BEAMS:

All metal "I" beam type 5" "I" weighing 12 1/4# per foot fitted with mall. iron heads and mall. iron or wrot iron fulcrums.

JOURNAL BOXES:

MCB semi-steel suitable for 4 1/4 x 8" journals, fitted with pressed steel lids.

JOURNAL BEARINGS:

MCB 4 1/4 x 8" good quality brass.

JOURNAL BOX WEDGES:

Mall. iron or drop forged for 4 1/4 x 8" journals.

DUST GUARDS:

Soft wood MCB 4 1/4 x 8".

BRAKE SHOES:-

MCB grey iron.

O I L :

Galena car oil.

WASTE:

Good quality cotton.

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